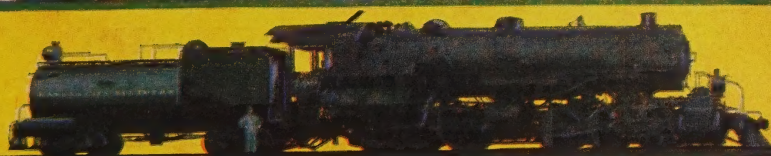


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K·C·S. CURRENT EVENTS AN INDUSTRIAL AND AGRICULTURAL MAGAZINE



B. & O. C.

MENA, POLK COUNTY, ARKANSAS

The Ozark Mountain Region, in which Polk County is situated, affords the best locations for ideal rural homes.

Here the general farmer can most profitably produce corn, oats, wheat, cotton, alfalfa, clover, broom corn, millet and all forage plants used in raising livestock and poultry.

Here the Fruit and Truck Grower has everything in his favor. Winter apples and peaches succeed here when they fail in other localities, and these, together with pears, plums, cherries, grapes, strawberries, blackberries, cantaloupes, melons, potatoes, tomatoes, onions and commercial truck crops generally, yield splendid financial results. Large shipments are made from Mena, Hatfield, Cove, Vandervoort, Wickes and Granniss, towns on the railway in this county.

Here the stock raiser has in his favor a mild climate, excellent natural pasturage, a long growing season for the cheap production of forage and a short, quick transport to market. No better country anywhere for raising horses and mules, cattle, hogs, sheep, goats and poultry.

Good lands, unimproved, can be had in many localities moderately convenient to transportation for ten dollars per acre and improvements cost less here than one-third of what they do in an old settled country. Lumber is cheap and fuel can generally be had for the hauling.

Mena, Ark., the county seat, has 5,000 inhabitants and is an excellent business point. It has an abundance of raw material for furniture factories, cooperage, box, crate and woodenware factories; for slate products of all kinds; brick manufacture; cotton seed oil and fertilizer factory; fruit canning, preserving, and pickling works; creamery, cheese factory and other enterprises. Owing to the rapid settlement of the adjacent country there are also good openings in commercial and professional lines.

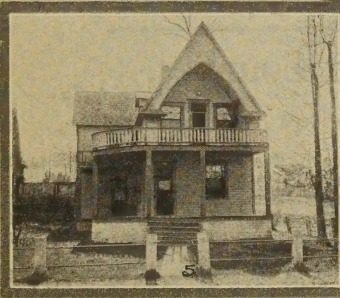
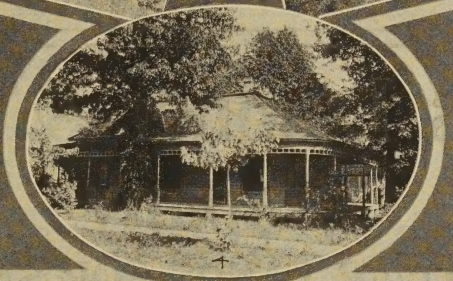
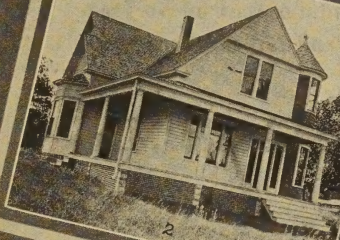
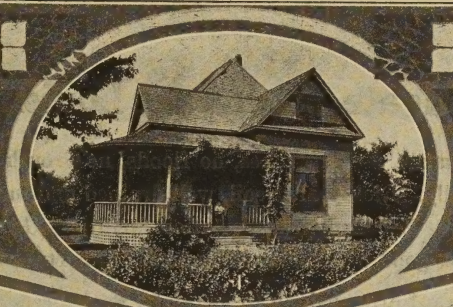
The greatest attraction of Mena and Polk County for the health seeker is its splendid summer and winter climate. There is no hot, sultry summer or grim, cold winter in this region, but instead, a cool bracing temperature in a pure undefiled atmosphere. Pure, soft water is found everywhere and excellent medicinal springs abound in many places. The altitudes of the City of Mena vary from 1200 to 1600 feet.

Visitors may be accommodated in three good hotels and can also find accommodations with private families.

The Mena Land and Improvement Company has in Mena some fifty or more cottages and more pretentious buildings which it will rent or sell to those who may desire to locate at Mena, or who may desire to spend their summer or winter vacations there. Descriptions will be furnished on application to

Mena Land & Improvement Co.

W. C. B. ALLEN, Manager



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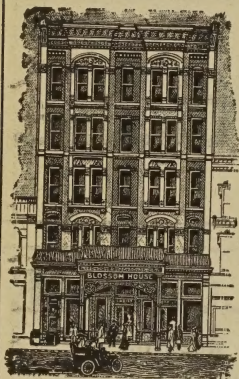
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for McDonald County, Missouri, lands, practically all in native blue stem grass, 50 per cent subject to cultivation, fine running water, two to eight miles from Kansas City Southern Ry., and only 175 miles straight run to Kansas City market. Cattle and hogs are being raised and laid down on the K. C. market at less cost and greater profit than at any other point in the Southwest. Pasturage most all year 'round. Clover, alfalfa, corn, etc., make good crops. Ample rainfall. Most of land is native timber with fine grass.

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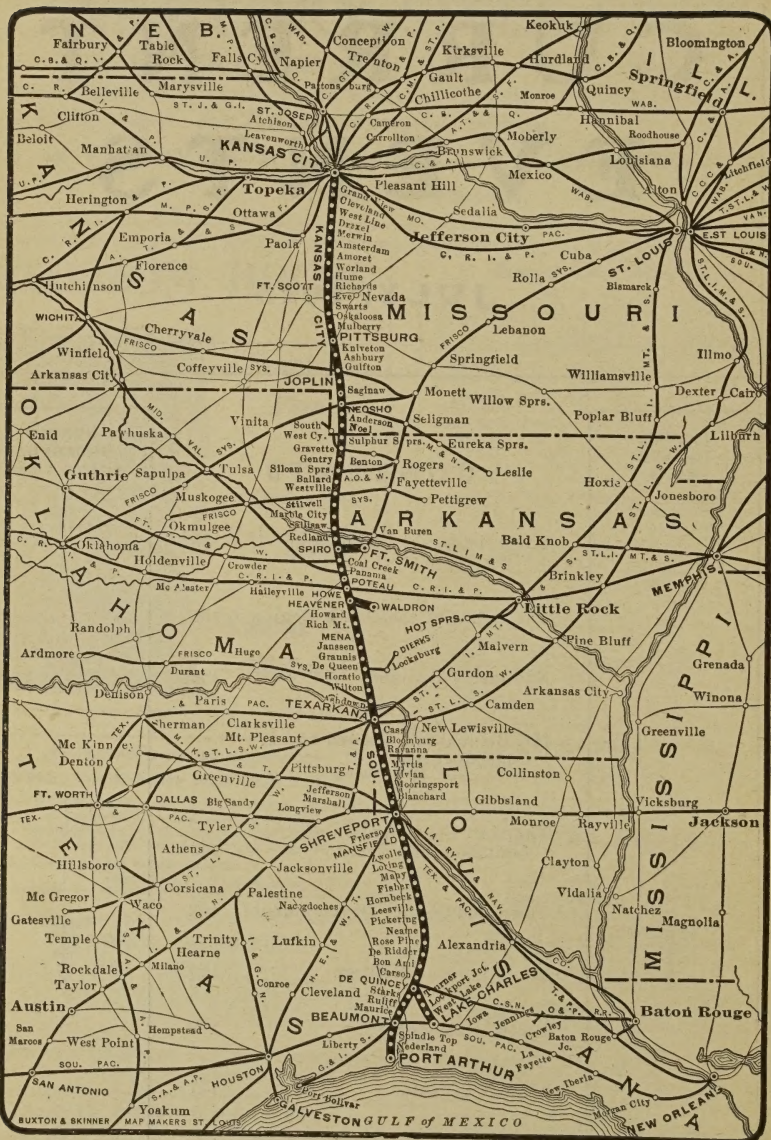
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MAP OF THE KANSAS CITY SOUTHERN RAILWAY.

THE ARISTOCRACY OF FARMING.

The "World's Work," December, 1912.

One of the most serious disadvantages about farming is the reputation of being a narrowing, undignified and unsophisticated occupation—a reputation that has clung to it even in its renaissance as a business and a science. A correspondent from Arkansas, Mr. Harlan Bennett, has made a careful and detailed study of the interesting conditions in the Ozark section of that state, which again emphasizes the fact that farming is becoming a business which needs brains and capital for success.

According to Mr. Bennett, there are in the Ozark section of Arkansas alone about thirteen million acres of land adapted to fruit raising, of which less than half a million acres are as yet devoted to commercial fruit growing. And he adds, what is more interesting still, that there are in that country hundreds of men who have come to the land and had good fortune upon it. Of some of these whose places he has visited and whose stories he has heard he says:

"Ten years ago Mr. G. T. Lincoln of Benton County, Arkansas, at 63 years of age, was a traveling salesman for a clothing house. He had a salary of \$3,000 a year, but he could see nothing in the future save a life on the road—if he should stay in that business. Six years before he had purchased eighty acres of land and had set out eighteen acres of this in apples, which were now just beginning to bear. Tired of the road, in uncertain health, and anxious to spend more of his time with his family, he went back to the land.

"Last year he refused \$40,000 for the land for which he paid \$3,500 in installments. Moreover, during his ten years of farming he has bought several other places, and has spent liberally on his living expenses, for he is a man who believes in comfort. This has all come from his original investment. Since the eighteen acres began bearing he has never made less than \$40 an acre in any year and for three years in succession he cleared \$118 an acre.

"But you see, Captain Lincoln, you had capital to start on," I objected. He must have guessed my thoughts, for he replied: 'And so would any young man need it. Not so much as I had, perhaps, for I was

an old man when I started in. But farming is like any other business: you must have capital to start on. Our young man would need enough to make the first payment on his land and for a team and implements. If he didn't have much money, the first year would be rather hard on him, but his crops would give him a living and would take care of the future payments.'

"A few miles beyond I found Mr. G. W. Gipple and a farm that was more than a farm—it was a real industrial community of the most approved style. Besides several hundred acres of rich farm land, I saw an apple evaporating plant, a box factory, a big repair shop, and a vinegar and cider factory run in connection with the evaporator—all these besides an unusual number of modern barns, poultry sheds, and pig sties, a big ten-ton motor truck, which during the harvest season runs twenty-four hours in the day and does the work of eighteen teams, half a dozen tenement houses, and seven gasoline engines that furnish power for the miniature factories. The family has a touring car.

"Five of the children have graduated from the state university. Mr. Gipple refused to place a valuation on his place, for people would laugh at him and he would not sell anyhow at any price. But he did tell me that the buildings on his place had cost him more than \$30,000. It is my own opinion, and that of his neighbors as well, based on market values, that the farm could be sold for \$125,000. Then, too, the owner is a director in a bank whose stock is selling high above par. And it all came from an investment of \$900!

"Back in the panic years of 1893-94 Mr. Gipple, then in the retail lumber business in a little town in Illinois, but not selling enough stock to make a cracker box, went to Arkansas to visit his father-in-law who had gone down the year before to escape the severe winters of the northern state. It did not take much persuasion on the part of his wife and her relatives to induce him to sell out his lumber business and buy sixty acres of sassafras with an old apple orchard hidden in it, which with buildings cost him \$1,400. He gave his note for \$500, sharpened his axe and 'waded in on

that sassafras.' The old orchard has proved profitable and has been increased by many newly planted acres. During the last six years his bearing trees have netted him \$200 an acre, and for the two years previous to this he netted \$600 an acre from part of his land. Why should he sell at any price? As he says, 'I have a fine farm, I am making a good living, my family is happy and so am I. In fact, I am really satisfied. And while I have my responsibilities, I do not believe that I could have so much freedom anywhere else as I have on the farm.'

"I could continue these experiences for page after page, for I found such men as these from one end of the Ozark Uplift to the other. The great majority started with small capital, and many of them tackled the proposition barehanded. Of course, those with capital had an advantage, for they were able to start operations on a large scale much sooner. The difference is much like that between a fast freight and a passenger train: it takes the freight longer to get started, but once under way it will go just about as fast as the other. It is largely a question of momentum, and capital is the momentum of business.

"I found also not a few of the passenger train type, men with larger capital who have gained amazing returns from their investments, usually through corporations.

Of the latter, the largest is under the management of Mr. Bert Johnson, but owned by three separate companies. While all of the orchard at Horatio was set out at one time, that at Highland was planted in installments, and, of the 2,900 acres now set out, only 1,510 acres were bearing in 1912.

"Manager Johnson is a most interesting man. For eleven years he was in the commission business in Kansas City. Failing health caused him to sell out and go to Arkansas, where in 1904 he started the Highland orchard by setting out 900 acres in Elberta peaches. In selecting his land he was very careful to see that it had excellent air-drainage—one of the most important requirements in an Ozark orchard, for it protects the trees from early frosts. His care in this respect has paid him well, for though the average orchardist has a crop seven years out of ten, Mr. Johnson has never experienced a failure. The ninety-acre tract began bearing in 1907, and in the five years ending with 1911 it brought a total of \$517 net an acre—a yearly average of \$103.40 an acre on land for which he paid \$12.50!

"There are thousands of acres of land in this Ozark country such as these men have prospered upon which can be purchased at from \$12 to \$40 an acre, most of it at the lower figure."

The Roads of the Ozark Region.

Two years ago a movement was begun in Benton and Washington counties in northwestern Arkansas to begin the construction of a great, smooth turnpike, suitable for automobile travel and for the quick and easy transport of the products of the Ozark fruit, truck, berry and poultry farms. As contemplated, this great turnpike was to connect all the health and pleasure resorts in northwest Arkansas and was to have a length of ninety miles. The existing network of country roads was in a measure available, but the important work to be done was to determine and mark the main road and then improve it. The first turnpike, as planned at a general meeting held at Rogers, Ark., was to extend from Monte Ne to the Missouri state line via Rogers, Bentonville, Sulphur Springs and Gravette in a northwesterly course, and a

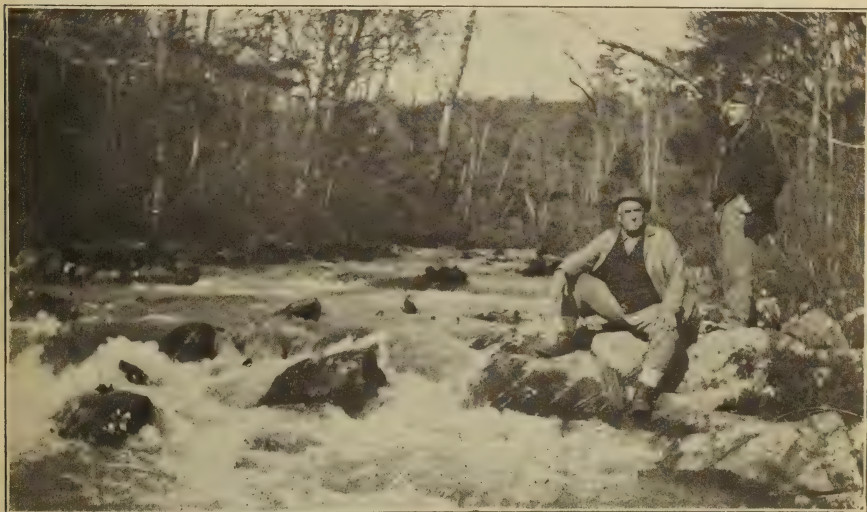
second line from Monte Ne via Rogers, Exeter, Fairview, Neosho to Joplin, Mo. Work was immediately begun and considerable progress was made in straightening, shortening, widening existing roads, building bridges and culverts, reducing grades, etc., when the general interest awakened carried the project far beyond the original conception. The cities of Joplin, Neosho, Pittsburg and Kansas City became interested and Crawford and Sebastian counties, Ark., also concluded to participate in the movement. The existing roads in these counties are the best in the state, but a good road connection with the northwestern counties is much desired. The eventual result will be a smooth, broad turnpike, fifty feet wide, extending from Kansas City, Mo., to Fort Smith and Van Buren, Ark. The people of Oklahoma have planned

to connect their road system with Missouri-Arkansas roads and as far as planned and outlined, and partially surveyed and marked, the road system in contemplation is as follows: Main turnpike, fifty feet wide, smooth rock or gravel road, from St. Louis, Mo., via Rolla, Lebanon, Springfield, Aurora, Monett to Joplin, Mo., connecting there with the Ozark Northwest Arkansas Turnpike system as first planned; from Kansas City, Mo., via Harrisonville, Butler, Rich Hill, Nevada, Lamar, Carthage to Joplin, Mo., via Pittsburg, Kan., Chanute, Iola, Burlington to Emporia, Kan.; Joplin, Mo., via Columbus, Oswego, Cherryvale, Neodesha, Fredonia to Wichita, Kan.; Rogers and Monte Ne via Bentonville, Gravette, Grove, Vinita, Claremore, Sapulpa, Tulsa, Chandler to Oklahoma City, with branch roads to Muskogee, Nowata, Bartlesville and Coffeyville, Kan. Nearly all of these roads are already in existence. They are being carefully examined, marked and surveyed so as to secure the shortest lines between points and a great amount of work is being done in the construction of culverts, in grading, draining and general improvement.

Within a year or two it will be entirely practicable to make a pleasant automobile trip from St. Louis or Kansas City to Oklahoma City, or Wichita, Kan., or to Fort Smith, Ark. The south Arkansas and Louisiana roads to Texarkana and Shreveport

and connecting roads will also have been completed by that time. Wichita, Kan., and Oklahoma City may be depended upon to promote the improvement of the roads westward to connect with or run parallel with the Santa Fe trail to New Mexico and California.

The transcontinental automobile travel has not been going south of Kansas City, because the traveler had no assurance that he could safely reach destination. With the completion of the marking and improving of the Ozark trails from St. Louis and Kansas City, some of this immense travel will in a measure come over the Ozark trails or turnpikes, this Ozark route presenting no end of fine scenery and beautiful landscapes. White River, Elk River, Grand River, Illinois River and the many other fishing streams will constitute a great attraction and the accommodations at the mountain health and pleasure resorts like Neosho, Noel, Sulphur Springs, Siloam Springs, Monte Ne, Rogers, Eureka Springs, etc., are attractions difficult to resist. There is no question but that as soon as the condition of the roads justify it a wonderful east and west automobile travel will develop and grow, tempted by the beautiful scenery and other attractions. The ocean-to-ocean route can be by way of the Ozark turnpikes easily enough when the work now planned and in part under construction is completed.



ALONG MOUNTAIN FORK RIVER, McCURTAIN CO., OKLA.

Summer Vacations.

To those who can spare a few days, a week or a month away from the city it may be of interest to know that there are a dozen or more places in the Ozark Mountain region, along the Kansas City Southern Railway, where one can stay at moderate expense and be comfortable. Nearly all places in the Ozark region, suitable for an outing, are convenient to the business towns and cities and are neither elaborate nor expensive in their accommodations. The hotels, while generally small, are, as a rule, good and their prices are moderate. Private accommodations can be had in most of the towns. The town population consists of a quiet, respectable class of people, engaged more or less earnestly in growing fruit, raising poultry and such mercantile and industrial activities as are common to smaller towns. Nearly all the towns prepared to entertain summer visitors are situated from 1,000 to 1,600 feet above sea

level, where there is a pure, undefiled atmosphere, a moderately cool climate, an abundance of fresh eggs, good rich milk and cream, fresh butter, fine fruits and berries, pure freestone water and splendid scenery. It is an ideal section of country, to which one can take his wife and babies and give them an opportunity to enjoy life, to rest and recuperate, and it will not cost much more than it does to stay at home. The places most frequently visited are the following:

Neosho, Mo.—One of the most beautiful small cities in the state, with a population of about 4,000 and an altitude of 1,100 feet. It is a solid, wealthy and steadily growing city, surrounded by a magnificent farming and fruit growing country. It has sixteen or more manufacturing plants, three banks with resources of \$1,112,246 and deposits amounting to \$887,066, two wholesale firms with a joint capital of \$250,000, sixty retail firms with stocks valued at \$500,000, and six hotels. The educational institutions are among the best in the state. The city is



INDIAN CREEK, ANDERSON, MO.



ELK RIVER AT ELK SPRINGS, MO.

surrounded by high wooded hills and has within its limits seven great springs of pure water, some of them large enough to furnish power for manufacturing purposes. Flowing wells of sulphur and magnesia water, highly recommended in the treatment of rheumatism, skin and blood diseases, are located in different parts of the city and are accessible to all people. Every street in the city is shaded by long lines of trees, and a stay here is delightful. Several small rivers meander through the adjacent country and are full of game fish. The National Fish Hatchery, covering fifteen acres of ground, provided with ponds, drives, walks and shaded seats, presents a never failing diversion, and the several fine parks are within a few minutes' walk from any of the hotels. The Secretary of the Neosho Commercial Club will be pleased to furnish any desired information.

Elk Springs, Mo.—This is a small railroad station lying just below the junction of Elk River with Indian Creek about two miles north of Noel, Mo. The village lies in an almost circular bend of Elk River. The ends of the bend are within a quarter of a mile of each other and the bend itself is about five miles long, any part of which is within a mile of the village. The scenery surrounding Elk Springs is exquisite and there are few locations which are more picturesque. There is no hotel at Elk Springs, though good meals can be had.

Many fishermen spend days or weeks in tents during the summer months and enjoy the camping out. A limited number of people can be entertained at the village. Mr. Jno. W. Miller, Elk Springs, will be pleased to furnish any desired information.

Noel, Mo., is a prosperous village of 400 inhabitants in the extreme southwest corner of the state in McDonald County. It lies at the confluence of Mill and Butler creeks with the Elk River and is well known to every fisherman living within a radius of 200 miles. Noel has been for many years a favorite fishing resort during the summer months and there are many hundreds who have visited every nook and cranny along Elk River and tributaries for many miles. The adjacent country is full of scenic attractions, the most conspicuous perhaps being Avery's Bluff, a point where Elk River has cut its way through massive limestone ledges, which overhang the stream and the road. There is more splendid scenery within a radius of ten miles than could be found in any similar area in the United States. Noel is a good place to take the family to. There is the City Hotel, a comfortable hotel, and accommodations can also be had on the J. A. Avery farm about one mile from town. The Bank of Noel will furnish any desired information.

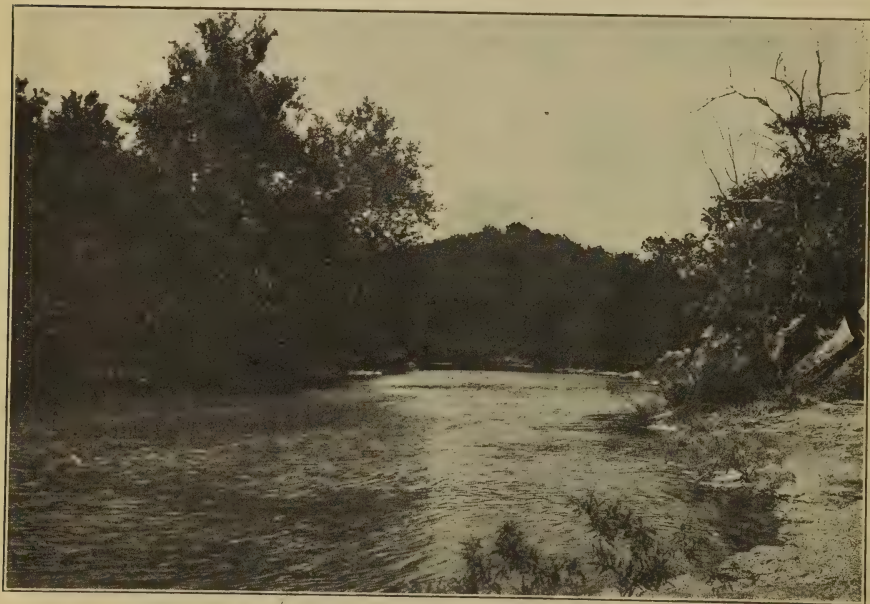
Sulphur Springs, Ark., is situated in the northwest corner of the state, about two miles south of the Missouri state line and

about equally distant from the Oklahoma state line. Its altitude at the railroad track is 905 feet above sea level, but part of the residence portion is from one to two hundred feet higher. Sulphur Springs possesses all the attributes essential to a health resort of the first class, and in addition thereto nature has provided all the facilities for making it one of the most delightful pleasure resorts in Arkansas. The town consists of a beautiful park of about thirty acres, fronting on which are the stores, hotels, restaurants, cottages, etc. Near the center of the park are the sulphur springs and along the eastern edge, at the foot of a great bluff, are other fine, large springs and Butler Creek, a clear, sparkling mountain stream. A fine rock dam has been built across this stream, creating a charming clear lake half a mile long and affording splendid boating and bathing. Above and below the lake are numerous swimming holes, which are also well stocked with game fishes.

The permanent resident population is about 1,500, but this is largely augmented during the summer months when the hotels are well filled by visitors who remain for

periods of time ranging a week to several months. The town has made a rapid growth during the past three or four years. Among the local improvements made are the White Sulphur Hotel, costing \$100,000; three other hotels, costing \$27,000; a public school, cost \$15,000; a handsome passenger and freight station, cost \$20,000; Electric light and waterworks system, \$25,000; thirty new cottages, \$46,000; new business buildings, \$20,000; concrete sidewalks, \$10,000, etc. For the health seeker the principal attraction will always be the benefit which may be obtained from the use of the medicinal springs consisting of a White Sulphur Spring, a Black Sulphur Spring, Chalybeate or Iron Spring, and a Lithia Spring. When used under medical advice they are good for the relief of liver disorders, plethora, malaria, rheumatism, gout, kidney disorders, general debility, diseases peculiar to women, etc.

The hotel accommodations of Sulphur Springs are ample for all purposes and five hundred people can be comfortably housed at any time. The White Sulphur Hotel is being remodeled at the present time. It is equipped to entertain two hundred guests



INDIAN CREEK AT LANAGAN, MO.



AVERY'S BLUFF, NOEL, MO.

and has every modern convenience. It is also equipped with a complete bath house and when in operation every known kind of a bath, including massage, can be had. Five other hotels are in operation. The rates vary from \$1.50 to \$2.00 per day and from \$5.00 to \$10.00 per day. The Sulphur Springs Commercial Club will be pleased to furnish any desired information.

Siloam Springs, Ark., in Benton County, has for many years been a favorite health and pleasure resort for the people of Louisiana, Texas and Oklahoma during the summer months when its population, ordinarily 4,000, is increased from thirty to forty per cent. The altitude of this picturesque little city is 1,163 feet above sea level, and the climate is pleasant even in mid-summer. The water found here is exceptionally pure and is conducive to good health; in fact, it has a decidedly beneficial effect on rheumatic troubles, gout, disorders of the stomach and kidneys, and other diseases. The city is substantially built and highly attractive as a place of residence. The religious element predominates and Siloam Springs is essentially a city of churches, schools, colleges and delightful homes. The city is electrically lighted, has a water-works system, cold storage and ice plant, flour mill, water shipping plant, foundry and machine shop, vinegar factory, cannery, creamery, steam laundry, three banks, four hotels, opera house and some thirty or more mercantile establishments. It is the

center of a great fruit shipping region and is famous in all parts of the United States for its big red apples, luscious peaches, fine strawberries, raspberries, and poultry and eggs. It is a well-to-do community interested in fruit growing, poultry raising, general farming and the raising of live stock, which in the aggregate yield a very large revenue. Surrounding Siloam Springs are several thousand acres planted in fruits, truck and berries, and three or four miles many large farms. The natural scenery is beautiful, and along Illinois River, some four or five miles west, there is splendid fishing. Among the local places of interest frequently visited are the "Dripping Springs," where there is a waterfall some sixty feet high, Illinois River and Flint Creek.

There are in Siloam Springs four hotels, having in all about one hundred rooms, with rates ranging from \$1.00 to \$2.00 per day and special rates per week. Accommodations can also be had in private homes. Arrangements for the week or month can be made in advance by addressing the Chamber of Commerce, Siloam Springs, Ark.

Eureka Springs, Ark.—This famous health and pleasure resort is readily accessible by way of the Kansas City Southern and the Missouri & North Arkansas railways via Joplin and Neosho, where direct connection is made. Eureka Springs has a permanent population of 6,000, which is greatly in-

creased every year for several months by the visitors who come here for health and for pleasure. In its general appearance Eureka Springs resembles some of the towns of Switzerland, there being few places in it flat enough to build a house thereon. Houses are perched on the sides of the mountains and by reason of the varying levels a building may be one story high on one side and two or three stories high on the opposite side. Few of the streets are rectangular, even for short distances, and most of them are steep, round-about and circuitous. The city has an adequate street car service and is well appointed in all matters pertaining to an up-to-date little city. There are some fifty or more large springs in the city and these, by reason of the purity of the water, are highly esteemed for their cures of kidney troubles of various kinds, rheumatism, catarrh, asthma, malaria, liver complaint, nervous disorders, diseases of the stomach, etc. Other attractions are the delightful climate, good accommodations and varied and beautiful scenery in the vicinity.

Eureka Springs has, in all, about twenty hotels. Of the several high class hotels the Crescent Hotel is the largest. It is the leading hotel of the resort and stands on the very summit of the Ozark Plateau, and from the observatory can be obtained the most impressive and beautiful views on the continent. Every modern

facility for the comfort and entertainment of its guests is available. Information concerning the city, the hotel accommodations, transportation, etc., may be had by addressing E. E. Smythe, Traffic Manager, M. & N. A. Railroad, Eureka Springs, Ark.

Monte Ne, Ark., is situated in the southeast corner of Benton County and is distant from White River one and one-half miles, a small tributary flowing through the village. It is easily reached from Siloam Springs, Ark., by way of the Kansas City & Memphis Railway, which runs direct from this point to Monte Ne. It lies in a cup-like depression of the Ozark Mountains and is 1,400 feet above sea level. There are numerous springs of pure cold water which are effective in the cure of various disorders and are much used. The surrounding country affords magnificent scenery and there are several streams good for boating, bathing and fishing. The points of interest in the vicinity are the White River, Eagles' Nest, Vinola Wine Ranch, numerous caves and the palisades.

The accommodations for summer visitors are ample and comfortable. The Missouri Club Hotel is built of stone, concrete and hewn logs, has forty fire places and is 305 feet long, having 575 feet of verandas. The Oklahoma Club Hotel is 310 feet long, has thirty open fire places and 600 feet of porches. Surrounding these hotels are shady walks, drives, parks, springs, lagoons



BOATING ON THE LAKE, SULPHUR SPRINGS, ARK.



LAKE AT SILOAM SPRINGS, ARK.

and streams crossed by stone and concrete bridges and within convenient reach is an auditorium and covered swimming pool. Information as to rates may be obtained by addressing Club House Company, Monte Ne, Ark.

Mena, Ark.—This city and health resort is in Polk County in southeastern Arkansas. The altitude at the railway station is 1,200 feet and at some points within the city limits 1,600 feet. The population is 5,000. The high altitude makes it a very desirable place to stay during the summer months and it is far enough south and has the requisite climate to be a most pleasant place for a winter residence. Mount Mena, the highest point between the Allegheny and Rocky mountains, 2,956 feet, lies about ten miles northwest of this city. Mena is surrounded by wooded mountains from 400 to 1,000 feet high and is protected against the blizzards from the north. The climate all year around is delightful, the nights being cool enough to make the use of a blanket desirable. The mountain scenery surrounding Mena is splendid, abounding in springs, and pure, swiftly flowing streams of cold water and nearly all of them full of game fishes. Bethesda Springs, about five miles east of Mena, containing sulphur

and lithia waters, are annually visited by many hundreds of people who come there to seek relief from chronic disorders of various kinds. For the accommodation of health and pleasure seekers there are several hotels and many of the private houses are also prepared to furnish board and lodging. Parties desiring to keep house can rent cottages or more pretentious buildings on very easy terms. The Mena Land & Improvement Company owns fifty or more cottages, all of them in excellent condition, which can be rented or purchased at very low prices. Mr. W. C. B. Allen, General Agent, K. C. S. Ry. Co., Mena, Ark., will take pleasure in furnishing any desired information.

Bog Springs, Ark.—Five miles west of Hatton Station on the Kansas City Southern Railway, in a deep, narrow valley, somewhat resembling the famous Hot Springs Valley, is a group of five large mineral springs, locally famous for most remarkable and effective cures of rheumatism, dropsy, neuralgia, chronic stomach disorders, diseases peculiar to women, kidney troubles, etc. From five to six hundred people visit these springs every year, most of them to seek relief from their physical ailments, others to enjoy the climate, scen-

ery and other attractions. The altitude is about 1,400 feet, the surrounding country mountainous and very picturesque, and in the vicinity are several fine fishing streams. The accommodations for visitors have heretofore been somewhat primitive, but have during the present year been brought up to date. The two hotels have been thoroughly remodeled and renovated. They have a capacity of respectively thirty-six and twenty-four rooms and a residence of eighteen rooms has likewise been made modern and has been well equipped. A contract has been let for the construction of a new hotel, a bath house, sanatorium, sewer system and an electric light and power plant and a waterworks system, the improvements costing approximately \$60,000. Hot, cold, vapor and Turkish baths, under direction of Dr. W. L. Shirey, will be available to all patients. Bog Springs (Ascites P. O.), Ark., is reached by way of Hatton Station, Ark., where conveyances meet all day trains. For information address Bog Springs Company, Ascites P. O., Ark.

Baker Springs, Ark.—These springs were discovered about seventy years ago by a noted pioneer whose name they bear. They are situated about eleven miles east of Wickes Station on the Kansas City Southern Railway and lie in a region at one time subject to violent volcanic disturbances,

mountainous and very picturesque. The altitude in and around Baker Springs is from 1,500 to 2,000 feet and here are two flowing springs which are strongly impregnated with white sulphur, iron, potash and other properties. For over seventy years these springs have been noted for their health-giving properties and many people claim to have been benefited and cured in cases of malaria, blood poison, diseases peculiar to women, indigestion or stomach troubles of any form.

Immediately at Baker Springs are two beautiful mountain streams with waterfalls and cascades, which afford splendid scenery, good subjects for the camera and are good for fishing, boating and bathing. A properly equipped visitor will carry with him some fishing tackle, a bathing suit, a camera and a pair of thick-soled shoes. The climate is all that can be desired and one can rest and recuperate here at small expense and also have white sulphur baths. Board and lodging cost about one dollar per day. Address, for further information, B. F. McCauley, Baker Springs, Ark.

The Kansas City Southern Railway Company has just issued a new folder containing more detailed information concerning the health and pleasure resorts on its line and a copy of same may be had by addressing S. G. Warner, General Passenger Agent, Kansas City, Mo.



FALLS OF BAKER'S CREEK, BAKER'S SPRINGS, ARK.

Mr. Birnbaum's Grouch and It's Consequences.

F. E. Roesler.

Mr. Mausche Birnbaum on this particular Monday morning was not feeling good; indeed, he was feeling grouchy and was looking for trouble. In his younger days, when he was selling dry goods for Simon Vogelbein & Co., nobody cared whether he was feeling good or otherwise; he couldn't afford to own a grouch, and trouble always came, and that without looking for it. Old Vogelbein always had a grouch on tap and never missed an opportunity to unload on Mausche until he eloped with Vogelbein's daughter, Rebecca, who could "sass back" and talk faster than could her father. Vogelbein in due time went to his fathers and the name of the firm was changed to the Crystal Palace Dry Goods and Clothing Store. Being a man of practical experience, he was careful to seek the proper place where the most satisfactory kind of trouble could be had. There was none to be found at home because Rebecca received her training from her father, and Mausche knew better than to start something there. If one has a lot of people on his pay roll, such as a near department store or dry goods and clothing emporium would have, it's an easy and safe undertaking to start a rough house; indeed, it is as easy as taking a rattle from a baby. The rank outsider is an unknown quantity and uncertain, but from the floor walker down to the \$2-a-week cash girl there is abundant material on which to vent a grouch. If let loose in the office, it is usually confined to these sacred precincts, but if the chief floor walker gets the first dose it goes like a case of measles down the line to the cash girl and the teamster in the alley.

There was a good reason for Mr. Birnbaum's grouch. Several months earlier he had been in New York to purchase clothing, and while there was lavishly entertained by Abel Gruenschnabel and Isaac Naseweis, traveling men of the firm he was dealing with. He had lured them, as he thought, unsophisticated young men into a pinochle game and had won enough from them to pay his traveling expenses home. When the two called on him in Chicago to sell him a bill of goods he entertained them at his house. Of course, dom-

inoes and cards help to eliminate ennui following long dissertations on trade topics after supper, and it was not a long jump from a simple whist game, with Mrs. Birnbaum as one of the players, to a three handed game of auction or "cut-throat pinochle," after the lady of the house had retired. The young men apparently were not any more familiar with the game in Chicago than they had been in New York, and when they retired Mr. Birnbaum was fully \$200 to the good. Rebecca found the record of the game on her parlor table in the morning, and being good at mathematics herself, concluded that now is the appointed time to speak for that long-wished-for sealskin sacque, and before Mausche could get away she had the \$200 he had won and a promise of \$200 more by night. Mausche was not pleased, but could not help himself. He consoled himself with the thought that he could get the other \$200 from the youngsters in the evening, but he didn't. The Sunday night game demonstrated a sinful familiarity with cards on part of the young men; indeed, they exhibited all the earmarks of a misspent youth, and when they retired at 2 o'clock in the morning they had \$450 between them and Mausche had a headache. He indulged in some mental arithmetic while in bed which was not good for a headache. He owed Rebecca \$200, but lost \$450, and was in the hole \$650. Excuses don't go with Rebecca, and so he lied like a bishop about his winnings and gave her his check. He realized fully that a man who pays out \$650 good money for a headache is entitled to a grouch, and so he took it with him to the Crystal Palace Dry Goods and Clothing Store.

The establishment was patterned after a department store, but lacked the characteristics of the great establishments on State street. It paid the low wages common to department stores, but kept shelfworn goods, which the others did not. In its advertising it carried the blatant cant common to the cheap tradesmen of the larger cities. The greater number of customers were of the kind who carry market baskets and baby buggies and congregate around the 10-cent counters or attend bankrupt or fire sales

Like other stores of its kind, the Crystal Palace Dry Goods and Clothing Store occupied several store fronts with noisy show windows filled with gaudy dummies wearing impossible gowns and headgear which was fearfully and wonderfully made.

Mr. Bob Thanning of Montana was feeling good that particular Monday morning. It was the first time that he had been East in five years; in fact, since he had settled in Montana. As a student in New York he had acquired a pair of sore lungs, and as the doctor strongly advised that he go West, he had gone there. His father had financed a cattle ranch for him and the outdoor work enabled him to fully recover his health. Mentally he was joyous and buoyant and physically he was as hard as nails. Financially he had prospered, and the train of fine cattle he had brought in had been sold at an unusually good figure. After banking his cash and receiving certificates of deposit therefor, he took a ride in the Seeing Chicago car, and by Saturday had completed the various purchases he intended to make for the ranch folks and their youngsters. Monday he was going to New York to visit his father and mother and then return to the ranch in Montana.

On his way to the railway depot he remembered that he had made purchases for every one on the ranch except Mrs. Murphy, his housekeeper. He had no clear idea of what he wanted to purchase or what would suit an old lady of 60, and was a mile or two from the great department stores. From the street car he noted the sign of the Crystal Palace Dry Goods and Clothing Company and a block ahead was the railroad station. He noted that he had an hour until train time, checked his baggage and walked back to the store. Being very much at sea as to the nature of his proposed purchase, he passed from counter to counter, shoving aside one floor walker after another until he came to the dress goods counter, with a demure, good-looking young woman in charge. She was disengaged, and it occurred to him that she would know what would just suit Mrs. Murphy's needs. He explained his predicament to the young woman, who smilingly made a few suggestions and took down several bolts of cloth. "Elderly ladies don't like contrasts in colors; they would rather have them harmonize or blend; for instance, a combination like this, or like this," as she deftly draped the cloth. "Of course, you will have to use patterns, and there are the linings and trimmings and other things, and the selection should be made to harmonize with her complexion, the color of her hair and her shape." Bob tried to look wise and

explained how Mrs. Murphy looked and then told her that she should make the selection of the goods and be sure that there was enough, and that he would expend \$50 or \$60, and that she should go the limit. The young woman gave her advice fluently and entertainingly, and toward the end of the deal he found himself more interested in the young woman than in the dry goods. He noted that she was young, was comely, spoke an excellent English, was an American beyond a doubt and absolutely ladylike in speech and manner. The details were finally decided on and the money paid for the goods, which were sent to the wrapping counter. Bob had noted one or two floor walkers hovering in the neighborhood, but paid no attention to them. While still waiting for his change and the package, which he wanted to forward by express, he heard behind him the angry voice of Mr. Mausehe Birnbaum, who was vigorously berating two floor walkers for allowing all sorts of loafers to come into the store and gossip with the salesgirls, and if he couldn't get his floor walkers to do their work properly he knew how to do it himself. The floor walker tried to explain but Birnbaum bellowed at them to shut up and then began to vent his wrath in very offensive terms on the young woman who was waiting on Bob.

It required a minute's time for the fact to sink into Bob's understanding that he himself was the loafer alluded to. "See here, you hook-nosed beast, whom are you talking about? If you mean me, you can look for trouble right now." "Here Mayersohn, throw this loafer out right away," bellowed Birnbaum, and made a grab for Bob's arms. At that instant a fist, hard as flint, struck Mausehe Birnbaum fairly on the mouth and knocked out four teeth while he was wildly clawing the air and taking a back somersault against a glass case full of haberdashery. In a second or two more three floor walkers were piled on top of him and Bob was doing some scientific sparring with the store janitor. For about five minutes it was give and take and then the janitor got his and went to sleep with his brethren. When Bob looked up he saw two burly policemen, smiled at them and surrendered. "Let us take a taxicab to the police station and court so that I can give bail," and the police officers made no objections. At the police station he left one of his certificates of deposit with a bail bond and was free within half an hour. He immediately telephoned his commission agents at the stockyards to recommend to him a good lawyer, with whom he was soon in consultation, and the defense agreed upon. Within two

hours Mr. Mausche Birnbaum was notified that he had been sued for \$20,000 damages for defamation of character and assault on one Robert Thanning of ———, State of Montana, and a lawyer and a court attache were serving notices to his floor walkers and salesgirls to appear at the next term of court and give evidence. The young woman who had waited on Thanning could not be found at the store. She had been immediately discharged after Thanning's arrest and had been further insulted. The lawyer, after some trouble, secured her address and an hour or two later Thanning and the lawyer called at her home. She had been weeping when they arrived and dreaded going to court as a witness, and it required an hour's persuasion to convince the young woman and her mother that a damage suit for \$20,000 should be brought in her name. Thanning begged hard to be allowed to pay the expenses, and so by 10 o'clock next morning Mr. Birnbaum received notice a second time that he had been sued for damages, and the lawyer came a second time with a court attache to give notice on his employes to appear in court and give evidence.

Mausche learned that the "loafer" had purchased \$56 worth of goods and had paid for them, and still had \$4 in change as well as the goods coming to him. His jaw ached badly, his four missing teeth distressed him, his three floor walkers with blackened eyes didn't look good to him and the thought of the possibility of having to pay \$40,000 as damages was awful, "This was no schnorrer or a loafer," his lawyer had told him. "The bank says his check is good for \$50,000 and you haven't got a case, Mausche. You had better compromise if you can. I think you had better go to his hotel and see him yourself and send your wife to see the girl, and you don't want to ride the high horse either when you go there."

Early next morning Mrs. Rebecca called on Miss Julia Lawson and prayed and begged and cajoled the young woman to dismiss the suit, but the latter insisted that she would not withdraw without the approval of Mr. Thanning and her attorney. In the meantime Mausche was having troubles of his own. Mr. Thanning would not consider any kind of a proposition as long as he was under bond or Miss Lampson's case had not been settled. Mausche was nearly bald-headed and therefore did not pull his hair, but he walked the floor all night at home and that kept Rebecca awake. She had the Book of Proverbs at her tongue's end and quoted them without stinting herself until nearly daylight. Shortly after breakfast

a special messenger delivered to Mr. Thanning his bail bond and certificate of deposit and a certified notice from the clerk of the court that the case against him had been dismissed.

Thanning called that evening at the Lampson home to advise them of Mr. Birnbaum's visit and offer of compromise and to learn their views concerning the proposition. "I don't care for the rascal's money myself, and it will take some time to make him pay, but I don't want him to get off unpunished. In fact, I am satisfied with the trouncing I gave him, but he insulted you, Miss Lampson, and you shouldn't let him get away with it. The only way you can reach a man of that kind is to make him pay, and if you agree I will see to it that he does, and now, if agreeable to you, I would like to formally introduce myself." A pleasant hour was spent in conversation, in which Miss Lampson learned much about Montana. its cattle ranches, about Thanning, his folks in New York and his proposed visit to his parents. Thanning learned that Miss Lampson had been trained as a teacher, but coming to Chicago from another city could not immediately find employment in her profession and had to seek employment elsewhere until an opening could be found. He noted that she was refined, well read in classic and modern literature, had well-defined ideas and had a pleasing personality and personal charm which made it very pleasant to be in her society, and Mrs. Lampson, the mother, was a most estimable lady, who knew how to make him feel at home and feel as if he had known her always. When he started for his hotel he was doing a lot of thinking and was beginning to realize that something ailed him, though he did not exactly know what. His inability to sleep led him to conclude that he was troubled with indigestion, a most unusual ailment, but much of the wakeful time was devoted to planning improvements on the ranch house in Montana.

Mother and daughter, after his departure, did a lot of thinking, too. There had called on them a man who was different from the ordinary specimen of mankind found in Chicago, a man highly educated, of splendid physique, gentle and considerate in manner and speech as he was when he called at the dress goods counter, tactful when he called at their home and yet a tornado from Montana, a berserker in a fight where womankind was concerned. He had a good-natured, honest face, but there was something forceful in it which would command personal respect. Mrs. Lampson was impressed favorably, at once, but the daughter half feared and half admired him. She felt that

she wanted to know more of that kind of a man and understood without being told that Birnbaum had been put through a civilizing process on her account and it was with a half regret that they bid him good night, hoping to meet him again.

Mausche repeated his visit to Thanner's hotel the next morning, but the latter would not agree to anything until Miss Lampson had been settled with. "Well, can't you two people have an understanding right away and agree on a compromise with me? I will get an automobile and you visit the young lady and talk it over. I will have it here in five minutes if you say so." "All right, then," said Thanner, "you get the automobile and we will try to settle this matter this morning."

Half an hour later they were at the Lampson home and the proceedings began with an humble apology by Birnbaum for his brutal behavior toward Miss Lampson. Thanning insisted that Miss Lampson's case be settled first and insisted that Birnbaum make public apology at the Crystal Palace Dry Goods and Clothing Store; next that he pay the lawyer's fees in both cases and pay within twenty-four hours \$5,000 damages to Miss Lampson. Birnbaum almost wept as he pleaded for a smaller sum, and they finally agreed that on the payment of \$3,000 and the other expenses Miss Lampson's suit should be withdrawn. Next came Thanning's case, and the latter agreed to withdraw his suit on payment of his hotel bill for four days lost in consequence of his arrest. A letter covering the terms of the compromise was addressed to their lawyer and signed by Miss Lampson and Thanning, and Birnbaum lost no time on his way to the lawyer's office.

"Miss Lampson, I came here this morning to wind up this business matter of ours and then to say good-bye. I find the first is easier than the last, and it comes to me right now that I am going to say something else. I don't want to go to New York alone, and it won't hurt you to see the Hudson and Niagara Falls again. We have jointly signed one legal document, and I think we ought to sign another, an application for a marriage li-

cense." Miss Lampson gasped. "Why, we have only seen each other three times in our lives and it's only today that I learned your full name. "The same here," said Thanning, "but I know you as well as if I had known you all your life, and if you will risk any chances on me we will have that license before the day is over and tomorrow we and your mother start for New York. Miss Lampson ran out of the room to her mother, and Thanning waited an interminable time, as it seemed to him, waited as the prisoner in the dock waits for the jury's verdict, and then a pair of arms went around his neck and a rosy-faced girl whispered in his ear: "Yes, I will risk the chance on you." Just then the door bell rang, which Mrs. Lampson answered. A special messenger from the lawyer's office delivered a large envelope in which was contained a certified check for \$3,000 and a notice that suit against Birnbaum had been withdrawn as directed by Miss Lampson. "Now what shall we do with this, Robert?" "Do? Why, that's easy. Write on the back, 'Pay to the order of Mrs. Adelaide Lampson, and sign your name under it,' and when this had been done he endorsed on the back of three of his certificates of deposit, "Pay to the order of Mrs. Julia Thanning," and signed his name. "Now let us go for that license and then you and mother can do some shopping while I am looking around for a minister to be on duty tomorrow."

"No more auction pinochle for me," said Mausche to Rebecca, "it's too expensive. Eating cheese sandwiches at 1 o'clock in the morning upsets my stomach, gives me a headache and a bad temper, which ain't a good thing to have when you talk with customers from Montana. Them fellers don't understand our kind of language and Auerstadt charges \$40 to fix them teeth," and he picked up the evening paper. "Good gracious, Rebecca, look at this: 'Married at Grace church, by the Rev J. W. Sommers, Robert Thanning of Montana and Miss Julia Lampson of Chicago.' Them people didn't know each other more than three days and they charged me a thousand dollars a day for getting them acquainted."

The Gulf Coast Region of Louisiana and Texas

The Gulf Coast does not invite the newcomer to venture into untried fields, nor to hazard his means on doubtful enterprises. While not farmed extensively at any time in the past, farms have been in cultivation in this section of country during the past seventy years. The new settler is therefore not put to the necessity of learning the methods of cultivating strange crops. His past experience is as valuable to him in Southern Louisiana and Texas as it is in Iowa, Illinois or Ohio. The soil is tilled in the same way and the difference is not great—the only difference being that the growing season is longer and the winters are milder. Nearly all the northern field crops are grown or can be grown profitably, and in addition to these there are some peculiar to the more southerly latitudes like rice, cotton, sugar cane and several varieties of fruits.

A fair idea of the general production may be obtained from the Louisiana crop report of 1912. The production of that year amounted to 368,217 bales of cotton, valued at \$18,200,439; 25,455,086 bushels of corn, valued at \$15,035,489 (in 1910 the corn crop amounted to 33,663,811 bushels); 256,706,740 pounds of sugar, valued at \$10,507,942 (656,913,708 pounds of sugar in 1910); 289,281 barrels of syrup and molasses, valued at \$2,781,818 (420,767 barrels of molasses, and 87,127 barrels of syrup in 1910); 406,374,350 pounds of rough rice, valued at \$8,273,901 (506,004,320 pounds in 1910); 439,850 bushels

of peanuts, valued at \$332,205; 2,948,630 bushels of sweet potatoes, valued at \$1,751,542; 1,125,900 bushels of Irish potatoes, valued at \$1,015,613; 322,840 tons of hay, valued at \$3,653,527; 791,410 bushels of oats, valued at \$432,470; 208,050 boxes of oranges, valued at \$258,025; 192,900 pounds of tobacco, valued at \$96,450; 981 carloads of vegetables shipped, value \$263,980; 605 carloads of strawberries, valued at \$582,980; 4,246,775 gallons of milk, valued at \$1,293,925; 799 carloads of cattle shipped, valued at \$448,760; 129 carloads of hogs shipped, valued at \$77,830; output of 21 canning factories, value \$392,100; total value of agricultural products, \$65,398,156. The shipments of oil, sulphur, salt, lumber and factory products (excluding those of New Orleans) amounted to \$74,916,435.

The Gulf Coast is practically a new field open to development, a country of great opportunities yet thinly settled, in which more can be done on a small working capital than in the more thickly settled parts of the country. It is easier to own a farm outright on and near the Gulf Coast than it is to rent one elsewhere, and the attention of the prospective homeseeker is called to the fact that here is an opportunity for the person with small capital who seeks more particularly a home and occupation, as well as for those of large means who may plan agricultural or industrial enterprises on a more extensive scale.



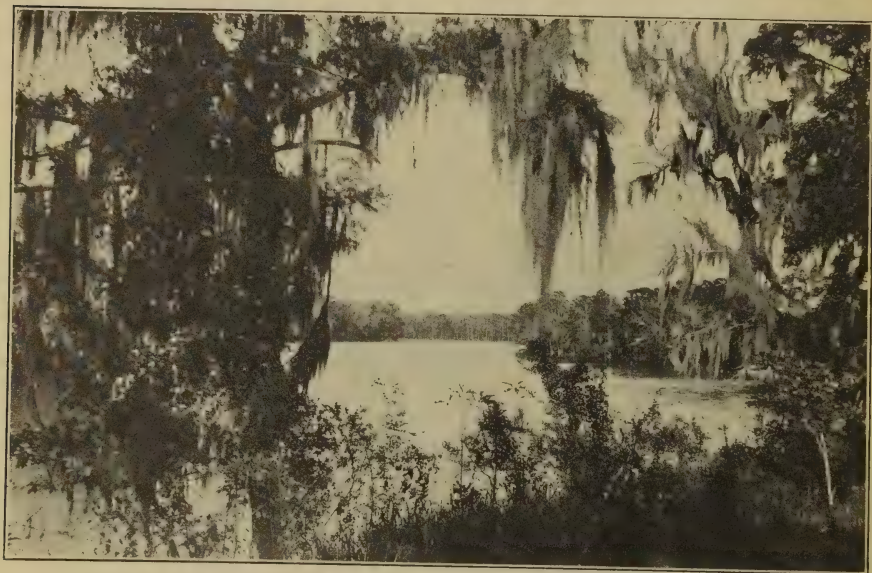
STREET SCENE, DE RIDDER, LA.

CALCASIEU PARISH, LOUISIANA.

This parish now constitutes the southwest quarter of the old Parish of Calcasieu, which had an area of 3,650 square miles and a population of 62,767. The present area is between 700 and 800 square miles and the population probably more than 31,000. Beauregard Parish now forms the northern boundary, Cameron Parish the southern, and Jeff Davis the eastern boundary. The Sabine River separates it from Newton and Orange Counties in Texas. The northern part of the parish lies in the great long leaf yellow pine forest and some of the finest timber areas are in this parish. Along the north line the surface is rolling upland, changing into gentle undulations near the center and to nearly level land in the south half of the parish. The forest growth is on the undulating and rolling land, the level lands being open prairie, except along the south line of the parish, where there are several areas of marsh lands. The northern half of the parish is naturally well drained, having numerous water courses all draining into the Sabine River, Houston Bayou and Calcasieu River. In the southern half are several areas which are not in any sense marshlands, but which are so level that artificial drainage is necessary to carry off any excess in the rainfall. Along the Sabine River,

Houston Bayou and Calcasieu River and their tributaries are very fertile alluvial lands covered with large hardwood timbers. The three rivers named are all navigable. The railway facilities of the parish consist of the Kansas City Southern Railway's main line to Port Arthur and branch line from DeQuincy to Lake Charles; the Southern Pacific main line between Houston and New Orleans and a branch line from Lake Charles to Lake Arthur, the Lake Charles & Northern Ry. and the St. Louis, Watkins & Gulf Ry., now operated by the St. L., I. M. & S. Ry. There are some twenty railway stations and a dozen or more small villages scattered through the parish.

The soils of Calcasieu Parish vary according to location. The pine land soils in the northern part are similar to those of Beauregard and Vernon parishes, particularly so along the north border. They are usually dark sandy loams overlaid with a red clay subsoil. Further south, about the center the surface soils carry less sand and are more fine in texture; the subsoil is the same as under the sandy loam. Both are easily tilled and under proper cultivation yield handsome crops. The south half of the parish is a rich black prairie soil containing a very fine sand, a large proportion of silt, about six per cent of clay and about two and one-half per cent of organic matter. It contains 1.626 per cent of humus, .494 per cent potash, .158 per cent phosphoric acid and 1.15 per cent nitrogen. The land is easily turned with a



CALCASIEU RIVER AT LAKE CHARLES, LA.



ORANGE GROVE, LAKE CHARLES, LA.

plow. It is lumpy when first cultivated, but soon disintegrates and becomes smooth, yielding a good crop the first year.

Corn grown on this class of land yields from 50 to 100 bushels to the acre and a crop of cowpeas or some other crop is grown on the same land the same season. Corn, under proper cultivation, yields as abundantly here as anywhere else in the United States. An oat crop does well in this section and from fifty to seventy-five bushels per acre is the ordinary yield. Cotton is not extensively grown in the parish, but on the prairie lands it yields from one-half a bale to a bale an acre. Sugar cane yields handsome crops and there is no limit to the production of forage. The annual crop report for the State of Louisiana gives the products of Calcasieu Parish for 1911 as follows: Cotton, 250 bales; ribbon cane syrup, 800 barrels; rice, 154,000,000 pounds; oranges, 30,000 boxes; sweet potatoes, 330,000 bushels; Irish potatoes, 25,000 bushels; peanuts, 11,500 bushels; oats, 26,400 bushels; corn, 288,000 bushels; truck gardens, 700 acres. The pasture lands maintained approximately 50,000 head of live stock, consisting of 6,000 horses, 5,000 mules, 25,000 cattle, 6,600 sheep, and 7,000 hogs. The hay production amounted to 26,000 tons.

In common with other sections of the Gulf Coast region several crops are grown on the same land each season, one of these usually being a leguminous forage crop, acting as a fertilizer as well as providing food for live stock. Among the forages are the Lespe-

deza, or Japan clover, a volunteer crop, which affords good pasturage on the cut-over lands, and is profitably cultivated for pasturage and hay on the alluvial and prairie lands in the southern part of the parish. Bermuda grass is equal to the northern blue grass, is practically a ration in itself and furnishes pasturage about ten months in the year. Alfalfa is grown on the alluvial soils and yields splendidly. With the development of stock raising it will become one of the important crops, particularly when used as ensilage in the feeding of cattle and hogs. Cowpeas are the great renovators of the soil and produce from two to three tons of hay per acre. Peanuts are grown as a second crop and yield a ton of good hay per acre. There is always a good market for the nuts, usually at 70 to 80 cents per bushel. All the sorghums, broom corn, etc., are grown here as elsewhere.

Rice cultivation is the greatest agricultural industry in Calcasieu Parish. Of the 121,808 acres in cultivation, 90,000 are devoted to the cultivation of rice. The crop produced in 1912 amounted to 112,500,000 pounds and was valued at \$1,160,000. There are in the parish twenty irrigation pumping plants valued at \$475,000 and 320 miles of irrigation canals, which cost \$750,000, making a total investment of \$1,225,000 for irrigation facilities. To this should be added the cost of twelve rice mills, requiring an investment of \$550,000. The land on which the rice is grown is prairie soil in the south

part of the parish and runs in value from \$25 to \$50 per acre. The value of the crops produced on the 121,808 acres in cultivation in the parish was \$2,731,175; that of the rice crop \$1,160,000, that of all other crops \$1,571,175.

During the past five or six years the fruit and truck industry has been developed on a considerable scale. The acreage in vegetables of various kinds in 1912 was 1,200 and is estimated to be 2,000 acres in 1913. A cannery was established in Lake Charles which consumed considerable quantities. The production for 1912 appears to have been 1,800 barrels of ribbon cane syrup, valued at \$45,000; 135,000 bushels of sweet potatoes, valued at \$54,000; 22,500 bushels of Irish potatoes, valued at \$19,125, and 80 carloads of vegetables valued at \$32,000, a total of \$140,125. The extra early Irish potatoes brought \$1.60 per bushel, the crop harvested in May, 90 to 100 bushels per acre, brought 70 cents per bushel. The sweet potato yield was about 100 carloads, 400 bushels to the car, and brought an average of fifty cents per bushel; of melons and cantaloupes about 150 carloads were produced.

The fruits of Calcasieu Parish are peaches, plums, pears, oranges, figs, grapes and strawberries. Peaches do best on the undulating uplands, with loamy, sandy soil and red clay subsoil; plums and grapes are indigenous and the cultivated varieties yield good crops; strawberries yield very early in the season and usually bring fancy prices; blackberries are natives of the parish. Figs grow well on all sorts of soils. They have become a commercial fruit in Louisiana and Texas and when convenient to a fig cannery

are very profitable. Without a cannery they can be used for home consumption only, as most varieties are too tender to ship any distance. From three to five year old trees will generally average about 30 to 35 pounds of figs to the tree, with 200 or more trees to the acre. The canneries pay about \$60 per ton, furnishing all the packages and paying for the transportation. After the second year a fig orchard will yield a revenue of \$100 to \$125 per acre. The hardy Japanese Satsuma orange, budded on the Citrus Trifoliata stock, the only deciduous orange tree known, has proven itself capable of withstanding the ordinary winter frost of Southern Louisiana and Texas. It sheds all its leaves in October and remains dormant until the middle of April, differing in this respect from the tropical varieties which retain their foliage all the year around. The fruit of the Satsuma is a fine merchantable orange, maturing in October, and is the first in the market. About one hundred and fifty trees are planted to the acre and the cost of an acre including land, trees and labor is approximately seventy-five dollars. The trees bear about the second or third year and at five years usually bear from 800 to 1,000 oranges. A seven year old grove usually yields a revenue of \$600 to \$1,000 per acre. The Satsuma is considered the most reliable variety. A severe freeze may sometimes blight the limbs back to the trunk, but ordinarily when pruned back to the live wood, the trees throw out new sprouts and bear the following year. Other varieties, such as the navel, ruby, russet, Louisiana sweet oranges, grape fruit, etc., are also grown.



OAT FIELD, LAKE CHARLES, LA.

The industrial resources of Calcasieu Parish are enormous in extent. The timber area is given at 1,614,045 acres in 1912, when Beauregard, Allen and Jeff Davis parishes were included. At the present time about one-half the area of Calcasieu Parish is timber land. In the four parishes there were in 1912 fifty-two saw and planing mills, valued at \$2,182,300. Some of the largest mills had a capacity of 200,000 feet of lumber per day. The forty producing oil wells had an annual output of 2,135,250 barrels of oil, valued at \$1,606,000. The output of the sulphur mines amounted to 200,000 tons. Workable salt deposits have been found and it is claimed that beds of asphalt have also been discovered.

Of the twenty or more railway stations in the parish, the towns of De Quincy, Starks, West Lake and the City of Lake Charles are located on the Kansas City Southern Railway.

LAKE CHARLES, LOUISIANA.

This is a bustling little city situated on the banks of a beautiful lake and a broad river. A more beautiful sheet of water cannot be found than the lake after which the city is named. To the east and south is a vast extent of prairie and on the north, so close to the upper part of the city as to be overshadowed by it, begins the forest of yellow pine covering an area of hundreds of square miles. In 1910 the city had a population of 11,449 within the legal limits, and 13,949 in Ward 3 (county subdivision or township). Its population in 1913 is estimated to be between 15,000 and 16,000. It is south of Kansas City, Mo., 741 miles and west of New Orleans 219 miles; the altitude is 19 feet above sea level. It is an ideal winter resort and a wide-awake, ambitious business point, with unlimited possibilities for expansion in all lines of trade. Its combined bank deposits amount to \$4,750,000, and the annual output of its twelve lumber mills is 120,000,000 feet of lumber. The three large rice mills have a daily capacity of 5,600 barrels and the output of the thirty-three manufacturing plants in the city is valued at \$2,251,000; the capital invested is \$1,619,000. The manufacturing plants are machine shops, cold storage and ice factories, brick works, saw and planing mills, book-binderies, rice mills, car shops, fence factories, ship building yards, mattress factories, grist mills, macaroni factory, pepper sauce factory, fruit and vegetable cannery, bottling works and steam laundries and bakeries. In the commercial lines there are eight wholesale houses, three banks, trust company and building association, implement and vehicle houses, two daily newspapers, twelve hotels, one of them costing \$150,000, five wholesale grain

houses, a business college and one hundred or more retail firms in various lines. The wholesale trade alone amounts to about \$4,000,000 annually. In addition to its railway facilities consisting of the Kansas City Southern, the Southern Pacific, the Lake Charles & Northern and the St. Louis, Watkins & Gulf railways, the city has water transportation by lake and river to all the ports on the Gulf Coast and through the Intercoastal Canal as far as completed. Lake Charles is architecturally a beautiful city and its appearance shows the presence of a progressive citizenship. It has all the conveniences incident to a modern city, has a good street railway and electric light service, fine public buildings, and an excellent public school system, and within the past two years has expended nearly one million dollars for betterments.

For business or for pleasure or for health, there are few places where one can spend the winter more agreeably than at Lake Charles. Calcasieu River and its several lakes afford the most attractive waters for boating and the numerous pleasure boats of all sorts, from the native dugout pirogue to the beautifully finished cabin launch, attest the popularity of this sport. The lakes abound with oysters, shrimp and crabs and with nearly every variety of edible fishes. Along the water courses, nearly all of which are navigable, there is an abundance of game, including the deer, fox, raccoon, bear, rabbit, squirrel, snipe, partridge, rice birds, plover, and in the lakes and coast marshes hundreds of thousands of geese, ducks and other water birds congregate during the winter months. Pleasant drives, boating, fishing, bathing, and hunting excursions can be made almost any day in the year.

The hotel accommodations are good and Lake Charles is a pleasant, refined family resort, having all the modern conveniences and the social amenities of an old settled community. Opportunities for diversion and amusement are abundant. Most of the best theatrical productions are staged here and as the winter climate of Lake Charles is balmy, often in February the gardens are gay with flowers. Within easy reach of Lake Charles are a number of important cities, all of which are well worth visiting. Beaumont and Port Arthur are close at hand and in a few hours' run Galveston, Houston, Orange and New Orleans can be reached.

DE QUINCY, LOUISIANA.

De Quincy lies near the center of the north line of the parish and is the junction point of the main line of the Kansas City Southern Railway and its Lake Charles branch. The St. Louis & San Francisco Ry. also passes through the town. It has about 1,500 inhabitants, is south of Kansas City, Mo., 719 miles, north of Beaumont, Tex.,

48 miles, and northwest of Lake Charles, La., 23 miles. It is situated in the long leaf yellow pine region, in which the cut-over lands are esteemed as very favorable to the production of extra early truck, for the growing of oranges, figs, peaches, plums, grapes, etc., for general farming purposes and the raising of live stock. Indications of oil, gas, sulphur, salt and asphalt have been found in the vicinity, but no developments of these resources have as yet been made. The principal shipments are lumber, logs, live stock, etc. The town has a sawmill, electric light plant, waterworks, three hotels, two churches, bank, a fine public school, four general merchandise stores, drug store, bakery, brick works, etc. The town has been growing steadily each year and is prosperous. There are good openings for a grist mill, cotton gin, planing mill, dairy farms, lumber, drug business, physicians, etc.

STARKS, LOUISIANA.

On the main line of the Kansas City Southern Ry., 735 miles south of Kansas City, Mo., and 30 miles north of Beaumont, Tex. Has 250 inhabitants, four mercantile houses, hotel, church and public school. The surplus products shipped from Starks consist of logs, cattle, wool, early truck, poultry and eggs. There is a good opening for a drug store, physician and brick works.

WEST LAKE, LOUISIANA.

West Lake is situated on Lake Charles opposite the city and about two and one-half miles distant. The principal industry is the manufacture of lumber. The Krausse-Managan Lumber Company's sawmill has a daily capacity of 75,000 feet of lumber, all yellow pine, and the shingle mill operated by the same company has a daily output of 60,000 shingles. The Lock-Moore & Company's mill has daily capacity of 150,000 feet, and the mill of the Norris & Cain Lumber Company a capacity of 25,000 feet. The planing mills have respectively a capacity of 60,000 and 100,000 feet. There are in the town fifteen mercantile establishments covering all lines of trade, two churches, public school, three lodge halls, two electric light plants, telephone system and a waterworks system. Both the Kansas City Southern and the Southern Pacific railways pass through the town and ferry boat connection is maintained with Lake Charles. In the vicinity of West Lake are a number of farms and truck gardens and live stock is raised in large numbers. The shipments from West Lake, which has about 1,500 inhabitants, consist of about 1,000 carloads of pine lumber, several hundred carloads of railroad ties and shingles, per annum. Live stock and country produce are also marketed in considerable quantity. An ice factory would probably pay well here.

CAMERON PARISH, LOUISIANA.

This parish lies between Calcasieu and Jeff Davis parishes and the Gulf of Mexico. The west boundary is formed by Sabine River and Sabine Lake and Vermilion Parish forms the eastern border. The area of the parish is 988,400 acres, the population 4,288, of whom about 1,200 are resident in Cameron, the judicial seat of the parish. The greater part of the area is Gulf Coast marsh, but in places are large tracts of prairie lands and alluvial land, the soil of which is very fertile and exceptionally productive. Sugar cane, rice, sea island cotton, forage and vegetables are profitably grown and the oranges and figs of this section are famous in all parts of Louisiana; oranges are produced and shipped in large quantity. The parish is drained in part by the Calcasieu River, Mermenteau River, Sabine River, Bayou Lacasine, Black Bayou and Johnson's Bayou. Grand Lake and Calcasieu Lake lie within the parish and Sabine Lake is on the western border. These bodies of water will in time be connected by a navigable channel, the Intercoastal Canal, which is now under construction. At the present time Cameron, the judicial seat, at the mouth of Calcasieu River, is reached by a tri-weekly boat from Lake Charles. The cultivated areas in the parish are at Grand Chenier, at the mouth of Calcasieu River near Cameron, along Johnson's Bayou opposite Port Arthur, and several prairie areas. Within the past two years a movement has been made for undertaking the drainage of the marsh lands. The Cameron Drainage District No. 1 has been organized and a bond issue of \$300,000 has been voted for the drainage of 280,000 acres. The trustees of the Deering estate have completed a drainage survey to cover 300,000 acres of land lying opposite Port Arthur, Tex. The Grand Chenier District has been organized to drain 16,000 acres and a tax of \$50,000 has been voted to pay for construction of canals, etc. The Teutonic Land Company proposes to drain 15,000 acres opposite Orange, Tex., and the Canning tract of 11,000 acres is to be drained and colonized. In addition to its agricultural resources a fishing and oyster dredging industry has been developed near Cameron. When the drainage undertakings have been completed, the rich lands of this parish will be rapidly settled upon.

JEFFERSON COUNTY, TEXAS.

Jefferson County, in which Beaumont and Port Arthur are situated, is in the extreme southeast corner of the state and has a population of 38,182, of whom 28,303 reside in the towns and cities and 9,879 are engaged in rural occupations. The total area



NECHES RIVER AT BEAUMONT, TEXAS.

of the county is 591,951 acres. Of this area 100,000 acres are prairie pasturage, which with artificial drainage in a few places will become very valuable tillable land; 75,000 acres are timber land embracing long and short leaf pine and valuable hardwoods and some cut-over land; 100,000 acres have been provided with canals and are prepared for the cultivation of rice, of which about 75,000 acres are under actual cultivation; 125,000 acres now used as open pasturage, which can be irrigated and farmed to rice, and 125,000 acres suitable for truck, corn, cotton, forage and dairy farming. About 460,000 acres are high undulating prairies. The elevation is from thirty to sixty feet above the tide sloping from the north to nearly sea level on the coast line.

The county is traversed from north to south by the Neches River; a navigable stream, and borders for forty-two miles on the Gulf of Mexico and sixteen miles on Lake Sabine, into which empty the Sabine and the Neches rivers. The lake empties through Sabine Pass into the Gulf of Mexico. The natural rainfall, about 55 inches, is sufficient for all ordinary staple crops, except for the cultivation of rice, which is a water plant and requires irrigation. About \$4,000,000 are invested in rice canals, mills and machinery for cultivating rice.

For a number of years rice growing and cattle raising were the preferred agricultural pursuits of the people, but within the past five years there has been a well defined tendency to diversify the crops. It was found that corn, cotton and forage crops would do well on the lands used for rice cultivation and the production of these crops has been greatly enlarged. Food products, particularly vegetables and fruits, had been shipped in from other localities for years, but more recently the home grown products supplanted those from abroad. It was learned further that the home grown products would mature from two to three weeks earlier than in the sources of supply which formerly had been drawn upon, and eventually a truck shipping industry was developed. In 1911 two hundred and thirteen carloads of cabbages, cucumbers, sweet potatoes, Irish potatoes, tomatoes and cantaloupes, yielding a revenue of \$60,000 were shipped out of the county. The largest revenue per acre is derived from the cultivation of fruit and truck, but the industry as a whole forms only a small part of the agricultural development. There was scarcely an acre of cotton in the county in 1900. In 1911 five thousand acres were devoted to this crop. In 1900 corn was mainly grown as roasting ears for the table. In 1911 ten

thousand acres, yielding a large crop, were grown for forage. The farmers now raise their own feed. Corn, the sorghums, cow-peas, peanuts, several winter cereals, and some alfalfa are now grown on nearly every farm. Grain production, exclusive of rice, while not in any sense a very important factor, is pursued with profit. The natural pasturage is excellent and also affords an abundance of good hay. Cattle are usually carried through the winter on the open pasture without feeding, a practice which may be carried out with inferior range stock, but would not be considered good farming with high grade stock.

There is quite a variety of soils in the county. The prairie portion consists of gently undulating lands. The depression being comparatively level lands, used for rice cultivation. The soil is black and more firm than that of the low ridges which lie between the depressions. The ridges have a rich black, loamy soil and are good for crops of all kinds and also for commercial truck. The sandy soils in the timbered areas are the preferred soils in the fruit and truck growing industry, because they readily scour the plow, and are generally earlier in making the crop and can be had for less money. They are naturally warm soils and when once thoroughly cleared are easily tilled. The prairie ridges are a loose, loamy, very rich soil, are ready for the plow and cost more. Much of the cut-over timber land near Beaumont has soils which are practically identical with the famous tobacco soils of Cuba, and the climatic condi-

tions are about the same. Tobacco, for home consumption, has been grown a good many years, but commercial cultivation has not yet been undertaken. In the adjoining county of Orange, several commercial crops have been produced and profitably sold. The most surprising feature to the old residents is the large number of new farms which have been opened up on the sod in the past year. They are found everywhere through Southeast Texas and the greater number are doing well. The quality and the number of live stock of all kinds have greatly increased.

BEAUMONT, TEXAS.

Beaumont in 1900 was a town of about 8,000 inhabitants. Its principal industry at that time was the manufacture of lumber. Its agricultural resources lay practically dormant, with the exception of the rice growing industry, which had its beginning in 1892. This industry had reached in 1900 sufficient magnitude to make Beaumont noted for its rice production as well as for its production of lumber. The production of the ordinary field crops was very small and used for home consumption only. The rice growing industry alone would in the course of time have brought about the growth attained later on, but in 1901 an entirely unexpected thing happened. On January 11th, the famous Lucas oil well was brought in, a short distance from Beaumont. The incident attracted the attention of all those interested in oil. Within a few weeks



DAIRY HERD NEAR BEAUMONT, TEXAS.



STREET SCENE IN BEAUMONT, TEXAS.

the population of Beaumont had increased from 8,000 to 25,000. This influx of new people brought in a flood of capital, which could not have been secured under ordinary conditions in many years. The boom period brought about the establishment of many new lines of business and enlarged the existing lines. That which was built to accommodate the new influx of business was permanent and substantial. After the excitement incident to the development of an oil industry had subsided, there were found so many other lines of profitable investment that the city retained nearly all its newly acquired population and continued to grow and expand.

In 1910 the census gave to Beaumont a population of 20,640. This population was entirely within the legal city limits. The city had outgrown its old boundaries and some of its greatest industries and most populous residential sections were outside of the city limits. As a matter of fact the population of Beaumont is approximately 26,000, though the school census places it at 28,000.

The city now has forty-eight manufacturing industries with a total capitalization of \$14,769,500; a gross annual business of \$11,601,000, and a payroll of \$3,490,200 with about 1,500 employees. In the mercantile lines are forty-eight wholesale firms. The value of the grocery and provision trade will exceed \$4,000,000 a year; the grain and mill stuff distribution will reach \$2,000,-

000, and the fruit and vegetable trade will aggregate \$3,000,000 a year. The hardware, implement and machinery trade is also very large. The list of local manufactures is a long one; among them are seventeen plants using the forest resources as their raw material; five of these have about one hundred employees each. Three of the largest rice mills in the world, requiring an investment of \$700,000, are located here. Among the other industries are immense oil refineries, two large brick works, a creosoting plant, three iron works and machine shops, an ice, light and power plant costing \$500,000, a large ice factory, gas works and several electric plants.

The municipal undertakings consist of three public parks, six public school buildings, valued at \$288,000; sixteen miles of sewerage, valued at \$374,126; seventeen miles of gas mains; fifteen and a half miles of shell paved country roads, costing \$5,000 per mile; forty miles of cement walks, costing \$100,000; five fire department stations and municipal buildings, costing \$488,842. The cost of the waterworks plant is \$128,000. The private enterprises, semi-public in character, are the following: Nine private schools and seminaries, thirty-three churches valued at \$500,000, two hospitals, 260 miles of irrigation canals for rice, fifteen miles of electric street car service, two telegraph and telephone companies, a fine large opera house, a public library, boat houses, club houses, etc. The

city has been making a substantial growth from year to year, and during the past six years about 5,000 new buildings have been erected.

PORT ARTHUR, TEXAS.

The city of Port Arthur was founded by the Kansas City, Pittsburg & Gulf Railway Company, now the Kansas City Southern Railway, in 1896, and is situated on the west bank of Sabine Lake. The city is in the extreme southeast corner of the state, and the location selected was an open prairie, then used as a cattle pasture, distant about ten miles from deep water and fourteen miles from the open Gulf of Mexico. A deep channel known as Sabine Pass connects the lake with the gulf. Ships of moderate draught could enter the channel to receive lumber and cotton brought to the village of Sabine in light draught boats from the rivers and lake above. A great railway was building south from Kansas City. It passed through a new, undeveloped, but marvelously rich country, a distance of 787 miles to within ten miles of deep water in the gulf and then stopped. It was found more expedient to bring the gulf to the railway terminus and build a new harbor than to carry the railway to the more exposed village on the channel. At this junction of rail and water communication the city of Port Arthur was located and there was established the finest and safest harbor on the entire gulf coast. The

Port Arthur ship canal was dredged from the head of deep water in Sabine Pass seven and a half miles through the land to the proposed docks of the new port. A depth of twenty-five feet is maintained in the canal every day in the year. The Port Arthur canal was turned over and is now maintained by the national government. At the joint expense of the government and the cities of Beaumont and Orange a waterway ten feet in depth was cut through the land to connect the Port Arthur canal with the Sabine and Neches rivers. This, the Sabine-Neches canal, is now being dredged to a depth of twenty-five feet, and when completed deep draught sea-going vessels can reach both Beaumont and Orange.

The first ship came to Port Arthur in September, 1898, and since then the commerce of the port has increased by leaps and bounds. Between 350 and 450 ships clear at Port Arthur annually. Since 1907 the national government has kept no record of the coastwise traffic. The gross value of exports, since the ship canal was completed up to and including 1911, was \$107,233,977. The merchandise and miscellaneous cargoes carried for the coastwise trade up to 1908 were valued at \$50,000,000. Since 1908 the coastwise trade has increased enormously.

Port Arthur was incorporated in 1898 as a city of 1,000 inhabitants. In 1900 the U. S. census gave it a population of 900. The census of 1910 shows a population of 7,663



RICE FIELD NEAR BEAUMONT, TEXAS.



HIGH SCHOOL, PORT ARTHUR, TEXAS.

within the incorporated city limits, but does not include a large residence district just outside of the city limits, nor does it include the refinery and dock districts, the population of which added would make a total of over 12,000.

The local industries provide a monthly payroll of over \$250,000, and there are in operation the Gulf Refining Company's plant, 225 employees; the Texas company, 150 employees; Port Arthur Rice & Irrigation Co., 32 employees; Stevadores, 200 employees; a cotton seed cake mill, rice mill, cotton gin, a 500,000-bushel elevator, an electric street car system, a planing mill, an oil pipe line covering three states, wireless telegraph station, local and long distance telephone service.

The mercantile lines are represented in two banks, a trust company, an agricultural loan bank, five drug stores, eleven dry goods and clothing firms, two fish and oyster houses, a fish oil and fertilizer company, eighteen grocers, four hardware and furniture dealers, one harness and saddlery firm, twenty-two hotels, restaurants and boarding houses, two jewelry firms, three livery barns, one steam laundry, two retail lumber dealers, two millinery stores and thirty-one miscellaneous establishments. There are in Port Arthur ten religious organizations, of which seven have church buildings.

The city has six miles of concrete sidewalks, eight miles of paved streets, ten miles of board walks, and a modern fire department, sewerage and drainage system; an excellent public school system, the buildings alone costing \$180,000; the Plaza Hotel, costing \$125,000; the Mary Gates

Memorial Hospital, costing \$75,000; the Port Arthur Business College and dormitories, costing \$65,000; a public library, costing \$20,000; the Manual Training School, costing \$85,000; a model dairy, a great nursery, propagating semi-tropical nursery stock, and hundreds of substantial business buildings and attractive dwellings.

With possibly one exception (Bayonne, N. J.) Port Arthur is the greatest oil refining and shipping point on the globe. The refineries employed in all about 800 men, and the quarterly output of all sorts of oils is about 431,879 tons, equal to 130,000,000 gallons.

During the summer months Port Arthur is the resort for several thousand people, who esteem it above all other places on the Gulf as a watering resort. It lacks the killing heat of the northern cities, and the nights are invariably cool. Lake Sabine, one of the finest sheets of water along the entire Gulf Coast, almost land locked, of moderate depth, well protected and safe for pleasure boating, racing, rowing, yachting, bathing, fishing and aquatic sports of every description, is the principal attraction. The lake is only ten miles wide and thirty miles long, deep enough to float sail boats and other craft. In the waters of the lake, the rivers entering into it, Sabine Pass and the open gulf are Spanish mackerel, redfish, sheephead, trout, bass, salt water cats, flounders and other fishes, including the tarpon and the jewfish.

A new pleasure pier constructed of reinforced concrete, fully equipped for the comfort and pleasure of visitors, is rapidly nearing completion.

The winter months at Port Arthur are de-

lightful, and the climate is all that can be wished for. Fishing is still good, boating just as pleasant as ever, and the surrounding hunting grounds teem with every variety of water fowl known in the United States. Among the larger game of this kind, the brant is probably the most plentiful, but the goose, mallard, canvasback, teal duck, curlew, jacksnipe, quail and plover are abundant.

NEDERLAND, TEXAS.

This village lies between Beaumont and Port Arthur, and has a population of about 900. It is surrounded on all sides by rice fields and stock farms, and the vicinity produces considerable quantities of extra early truck, most of which is readily marketed at either of the neighboring cities. The rice production is very large, and the greater part of the crop is milled at Port Arthur. Nederland has a rice mill and warehouse, five mercantile establishments, two grain dealers, blacksmith shop and livery barn, two churches and a public school. It is connected by a splendid shell road with the two cities, and will also be reached by the

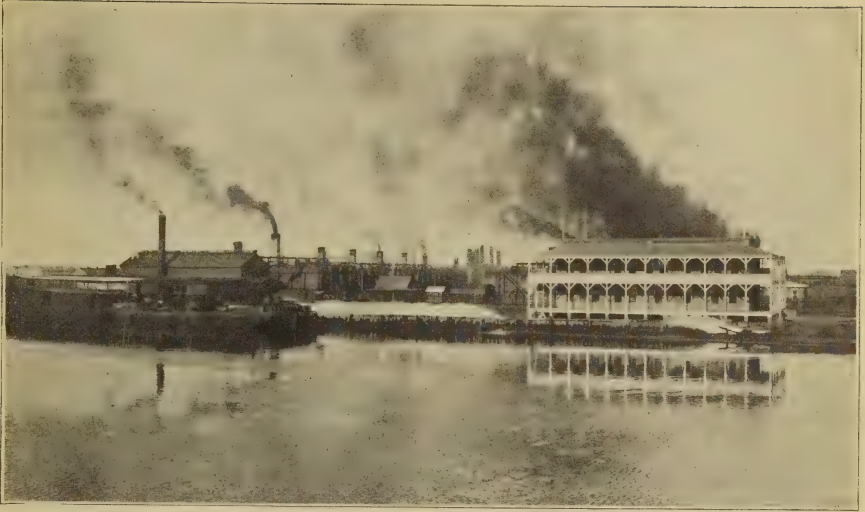
new electric interurban railroad now under construction.

ORANGE COUNTY, TEXAS.

Orange County has an area of 392 square miles, and lies between the Neches and Sabine rivers, adjoining Jefferson County on the west and south. It is separated from Louisiana by the Sabine River. The surface is fairly level, and the greater part of the county is heavily timbered with pine and hardwoods. The Sabine and Neches rivers and their tributaries furnish efficient drainage. The annual rainfall is about 55 inches. The water supply for farm and stock uses is of good quality and abundant. Artesian water can be obtained almost anywhere in the county at a depth of 800 to 1,000 feet. Sandy loams, black and gray, underlaid with clay, are the prevailing soils, though red sandy soils are found in the forest areas and heavy black soils in some of the lower lying lands. Corn, cotton, sugar cane, sweet and Irish potatoes, oats, cowpeas, peanuts, sorghum and forage plants are more or less extensively grown; but rice is grown more extensively than any other crop. Extra early truck is shipped



TEXAS CO. OIL DOCKS, PORT ARTHUR, TEXAS.



GULF REFINING CO. REFINERY, PORT ARTHUR, TEXAS.

in considerable quantity. Tobacco grown in this county has produced over 2,000 pounds to the acre, and this a superior quality of cigar tobacco, for which 65 cents per pound was offered and refused. Cuban cigar wrapper tobacco grown in the open without artificial shading, will produce from 800 to 1,000 pounds per acre, getting from 65 to 75 per cent wrapper, which will bring as good a price as the shade grown wrapper.

THE CITY OF ORANGE, TEXAS.

Is the county seat of Orange County, and is situated on the west bank of Sabine River about ten miles above its mouth. It is a well-built commercial and manufacturing center, with a population of 5,500 to 7,000. The largest industry is the manufacture of lumber. There are six large sawmills, with a capacity exceeding 750,000 feet per day, operating in the city or its immediate vicinity. The growing and milling of rice is the next important industry, and following this in magnitude is the manufacture of paper and of turpentine, rosin and pine timber products. Orange has, in addition to its sawmills, six planing and two shingle mills, a large ice factory, iron foundry, electric light and power plant, waterworks, brick works, several rice mills, and numerous minor industries. The mercantile stocks are large and varied. Large areas of fine farm lands are being drained and prepared for cultivation. Orange is being made accessible to

large ocean-going vessels by the construction of the Sabine-Neches canal and its connection with the Port Arthur canal, and great quantities of lumber will be shipped to foreign ports direct from this city.

DEWEYVILLE AND RULIFF, TEXAS.

Deweyville has from 1,000 to 1,500 inhabitants, nearly all of whom are interested in the manufacture of lumber or other wood products. The Sabine Tram Company operates a sawmill with a daily capacity of 125,000, and employs about 400 men, with a payroll of about \$350,000 a year. The Texas Arm and Pin Company, manufacturing telegraph appliances, employs about 20 men. The town is well laid out, and has waterworks and electric lights. Deweyville is distant about one and one-half miles from the railway. Ruliff, on the K. C. S. Ry., is the shipping point. There are a number of farms in the immediate vicinity, and considerable quantities of early truck are shipped every year. Ruliff has three merchants, a truck growers' association, two church, a lodge building, and a public school.

MAURICEVILLE, TEXAS.

This is the crossing point of the K. C. S. Ry. and the Orange & Northwestern Ry. The Yellow Pine Lumber Company and the R. W. Weir Lumber Company, each with a capacity of 50,000 feet, have sawmills in the vicinity. Surrounding Mauriceville is a tract of 30,000 acres of land, which is being prepared for cultivation.

Town and County Developments

Bates County, Missouri, farm products. The State Board of Agriculture of Missouri reports as follows on the yield of farm products in the county:

Wheat, 28,260 acres, average 14 bushels, total yield \$395,640 bushels; oats, 14,082 acres, average 22 bushels, total yield 309,804 bushels; corn, 158,889 acres, average 24 bushels, total yield 3,813,336 bushels; hay and forage 44,415 acres, 57,739 tons.

The average yield per acre of wheat in the entire state during 1912 was 12.6 bushels; corn, 31.9; oats, 31.3; forage, 1.3 tons.

Value of crop: Wheat, \$19,441,869; corn, \$104,517,350; oats, \$9,632,205; forage, \$33,232,119; prairie hay, \$1,400,701.

Bogg Springs, Ark., near Hatton, Polk County, has been noted for half a century on account of the medicinal springs in that vicinity. It is visited annually by 400 or 500 people, who seek and obtain relief from the disorders they are afflicted with. There has been a small hotel there for a number of years. Plans and specifications have been completed and accepted for the construction of a modern hotel, sanatorium, bath house, skating hall, electric lighting plant, water works, etc., all of which are to be completed in time for occupation during the present season. The cost of the improvements will be between \$50,000 and \$60,000.

Fort Smith, Ark., according to the Calvert-McBride City Directory, now in press, had on January 1, 1913, a population of 32,973, showing an increase of nearly 40 per cent over the government census of 1910.

Jasper County, Missouri, is reported on in the "Red Book" for 1912, published by the Missouri State Bureau of Labor. The report covers all the manufacturing industries in the county, and the summary is as follows: One awning, tent factory, output \$30,000; 15 bakeries, \$328,377; 21 blacksmithing establishments, \$93,905; 2 car shops, \$73,663; 5 bottling works, \$27,201; 6 confectioneries, ice cream, \$210,065; 12 cigar factories, \$172,521; 13 clothing, men's and women's, \$64,760; 3 concrete works, \$5,200; 2 creameries, \$129,684; 1 cooperage, \$22,928; 1 dynamite and powder mill, \$984,158; 1 drugs, chemicals, \$5,000; 16 flour, feed, meal, \$2,235,175; 13 foundries and machine shops, \$952,460; 1

furniture, \$139,679; 7 harness, \$86,500; 8 ice plants, \$261,718; 9 jewelry, \$13,050; 8 light, heat, power plants, \$1,039,733; 2 distilled liquors, \$9,500; 6 lumber plants, \$121,812; 1 machinery works, \$60,698; 2 mining plants, grinding, \$136,317; 6 millinery establishments, \$27,149; 3 packing plants, \$102,955; 8 photographic establishments, \$17,575; 15 printing offices, \$265,260; 1 rug factory, \$4,067; 3 smelting plants, \$3,591,883; 2 sign works, \$9,000 1 stone and marble works, \$402,031; 11 tin works, \$32,646; 50 work shops, \$238,709. Total, 265 establishments, output \$11,895,379.

The total output of \$11,895,379 for the entire county was divided as follows: Joplin, \$7,599,210; Carthage, \$1,846,882; Webb City, \$1,848,729 and the rest of the county \$600,000.

The gain over the preceding year in the output amounted to \$2,500,000.

Lake Charles, La.—It is reported that the thirteen-acre orange orchard owned by Dr. Perkins of this city and located seven miles north of the city yielded to the owner in 1912 an average crop, which was sold for \$15,000. This orchard is now 8 years old.

Noel, McDonald County, Mo., is not a very large town, as towns go, but is quite a shipping point for a variety of local products nevertheless. The total carload shipments consisted of 771 cars, as follows: Apples, 1 car, 41,300 pounds; cattle, 26 cars; corn, 1 car, 30,000 pounds; feed, 6 cars, 180,000 pounds; flour, 3 cars; gravel, 677 cars; hay, 1 car, 20,000 pounds; hogs 15 cars, 330,000 pounds; horses and mules 1 car; oak lumber, 2 cars; mining timbers, 15 cars; sheep, 1 car; mixed cars (hogs and cattle) 9 cars; miscellaneous, 9 cars; oak ties, 4 cars; total weight, 5,875,345 pounds. The express shipments amounted to 157,242 pounds in weight and consisted of 36 crates of blackberries, 963 pounds of butter, 420 pounds of cane seed, 38,742 pounds of cantaloupes, 120 pounds of seed corn, 48 pounds cowpeas, 575 cases of eggs, 1,807 pounds canned fruit, 709 pounds miscellaneous fruit, 4,652 pounds of furs, hides and pelts, 260 pounds of honey, 1,392 pounds of meal, 1,753 pounds of fresh meats, 3,136 pounds of milk and cream, 1,421 pounds of nuts, 27,557 pounds of poultry, 2,115 crates of strawberries, 1,447 pounds of wool and tallow.

Pittsburg, Kan.—On January 28, 1913, the Chamber of Commerce held its annual meeting and banquet, at which it is customary to compare notes as to things done and left undone during the past year and to speculate on what the coming year will bring. The retrospect showed that much had been accomplished and very little that could be done had been left undone. Among the new ventures during the past year is a pottery plant with \$15,000 capital, which employs twenty men. A new process in coal mining by the use of very large steam shovels has been introduced and twenty-one of such shovels are now in use. For the year 1913 the city has been promised an enlargement of the Union Iron Works plant, an extension of the street car lines to cost \$500,000 doubling the capacity of the Dickey Clay Manufacturing Company, an enlargement of the Normal School, the building of twenty-one miles of new rock road and the opening of a number of new coal mines. The 140 people who attended enjoyed themselves and felt rewarded for their coming in the cheering prospects for the city.

South Mansfield, La., is a very young town; in fact, its existence dates back less than two years. While it had but little time to grow, it wasted no time in the growing process. It has grown very rapidly and the large number of new business ventures launched have proved successful. There are now doing business in South Mansfield the following named firms: South Mansfield Mercantile Company, J. W. Harper Merchandise, Hull & Forville, merchandise; Nichols, meats; two barber shops, Holloway's Pharmacy, Smith & Rollins, restaurant, Higdon's cafe, De Soto Bottling and Candy Company, Cotton Gin Company, Pruitt & Brown, merchandise; South Mansfield Restaurant, a fine hotel, etc. The Frost-Johnson sawmill, built in 1905, turns out about 10,000 feet of lumber per day, the Mansfield Hardwood Company's mill cuts 20,000 feet per day and the DeSoto Company employs about seventy-five men. The Sears Roebuck planing mill and the cotton seed oil mill also keep a large number of men busy. Situated on the main line of two large railroads, it has splendid transportation facilities. Natural gas is very abundant and fuel, light and power can be had very cheap-

ly. Good clay, suitable for brick, tile, pottery abound, and with the cheap fuel at hand could be profitably utilized.

Watts, Okla., the new railroad division town, is 10 months old, 230 miles south of Kansas City, on the Kansas City Southern railway. Population, \$800; incorporated.

This town has \$500,000 taxable property, to be increased during the year by additional improvements. Last year there was nearly a fourth of a million dollars spent in buildings, trackage, sewers, water facilities, etc.

Watts is ideal for a division point and a smart town; altitude 1,000 feet; delightful climate; finest of spring water; healthy; good schools; churches to organize; ninety miles to Fort Smith and 550 miles to Port Arthur, two strings of charcoal kilns; two sawmills; bank, two lumber yards; seven stores; many fine residences; two hotels; county road, etc. Adjoining the town and within a few miles are to be found cheap virgin and improved lands suited for general farming, fruit, vegetables, tame grasses, etc.

Adair County has the Kansas City Southern railway from Kansas City to Port Arthur, the Frisco from Muskogee to Kansas City and St. Louis. There is no finer watered county in the state. The Illinois River, Ballard and many other spring-fed creeks furnish "worlds" of water, pure as nectar and full of game fish.

Virgin lands can be had for \$5 to \$15 per acre and improved farms are very reasonable. The timber usually pays for clearing and fencing; home market for all wood; soil is sandy loam—no hardpan. Sixty bushels corn per acre last year was common. Vegetables, berries, apples, peaches, corn, grasses, etc., grow fine and are usually more than average crops. No better stock country than here, with free range. Hogs range the year and cattle ten months.

Watts needs a bakery, laundry, newspaper, gents' furnishing store, dry goods store, dentist, dairy, flour and grist mill, wood workman, 1,000 gardeners, 1,000 fruit growers, et al; coal and wood yard, ice and cold storage plant, a heading, cooperage or spoke factory, for which there is an abundance of excellent timber in the vicinity.

Miscellaneous Mention

A FARMER WHO FARMS.

J. C. Jones Is Demonstrating the Producing Power of Southeast Texas Soil.

J. C. Jones of China, Texas, who won the first prize for the best yield of sweet potatoes to the acre offered jointly by the Beaumont Chamber of Commerce and the Southeast Texas Fair, by raising 567 2-5 bushels of marketable potatoes to the acre, was born in the adjoining county of Chambers sixty-one years ago. Mr. Jones has cultivated forty-four crops of corn, sweet potatoes, cotton, sugar cane, sorghum, melons and Irish potatoes, and says that of all these the Irish potato is the only one with which he ever scored a failure, and this he attributes to lack of drainage. He is also an orchardist and grows figs, being partial to four varieties, two of which are ever-bearing; "peaches," he says, "may be successfully grown here from seedling trees and will bear profitably from June until late in August."

He has found sugar cane to be a very profitable crop, producing 600 gallons of syrup to the acre, but attributes success and profit in this branch of industry more to skill in making the syrup than in cultivating the cane. He finds that sugar cane and sweet potatoes stand better the variation in moisture of the summers of this section than most other crops which can be raised, and are practically a sure crop. Sweet potato raising is very profitable, especially when such yields as those produced by Mr. Jones are obtained.

HOW TO BUILD POULTRY HOUSES.

Among the recent publications of the Missouri Agricultural Experiment Station is a thirty-three-page bulletin on "Farm Poultry House Construction." The bulletin illustrates several different types of poultry houses with detailed drawings of each. The publication also contains a thorough description of interior arrangements for poultry houses, which insure convenience and cleanliness. The bulletin is free to all Missouri farmers who will write to the Agricultural Experiment Station, Columbia, Mo. Ask for Bulletin 107.

WORLD'S LARGEST STEAM SHOVELS WORKING AT WEIR CITY, KANSAS.

Vast Areas of Coal Lands Being Stripped by Titan Machines.

Titan steam shovels, the largest in the world, shovels that are larger than any yet used in the construction of the Panama Canal, have been put to work near Weir City, Kans., by the Central Coal and Coke Company, which company supplies coal to the D. C. Wise Coal Company of Joplin. They are used in stripping the surface soil away to a depth of twenty-four feet, at which point an extensive stratum of coal four or five feet in thickness, is encountered. The coal is not touched by the massive dipper that scoop great slices of loam and shale away at a single dip, but the stratum is left exposed for removal by the miners who follow in the wake of the mechanical giant.

Weighing 260 tons each when set up in working order, one of these shovels is more than two and a half times heavier than the largest steam shovels used in railroad construction. The largest railroad construction shovels will not exceed 100 tons in weight. Two of these enormous shovels are kept busy; a third smaller shovel, but one which would appear large compared with the largest railroad shovel, is also employed.

At each swing of the mighty boom of either of these shovels the dipper eats up five cubic yards of loam and blue shale, weighing more than three tons. A description of one of these shovels is a description of its twin.

The boom is 90 feet in length; the dipper sticks are 54 feet long; the cost of each shovel is \$35,000, f. o. b. at the point of manufacture in Ohio. The original cost is only part of the total cost. The freight, for instance, is \$2,700 on each shovel. Nine or ten flat cars, loaded to their greatest capacity are required to carry one shovel. It requires a gang of ten experienced men sixty days to erect one shovel. Each steam shovel has two locomotive type boilers 72 inches by 17 feet. The water tank capacity of each shovel is 8,500 gallons. The hoisting engine is a double affair, 14 by 16 inches; the ro-

tating engines are double, 10 by 11 inches; the crowding engines are double, 9 by 9 inches. The best grade steel hoisting cable, one and three-eighths inches in diameter, is used.

The coal area is blocked out in advance, the shovel is put to work, eating a trench 91 feet wide through the surface soil and piling out more than 3,000 cubic yards per day. The machine runs on 135-pound rails, which are much heavier than the heaviest railroad steel, and as the mechanical device plows its way forward the height of the dump at either side rises until it towers 62 feet in the air. No blasting is required as the powerful dipper eats its own way into the earth. After the coal has been mined out the shovel returns over its course and scoops the dump back into place in order that the ground may be used again for agricultural purposes.

WHAT THE 18TH CENTURY DID NOT HAVE OR KNOW ABOUT.

The good folks of the eighteenth century managed to get along without a good many things which to us have become everyday necessities. "Where ignorance is bliss, 'tis folly to be wise," and our ancestors never missed these things because the things did not exist. Among the thousands of useful inventions are the following: The steam engine, sewing machine, knitting machine, the cotton gin, cotton compress, cotton oil products, sawmill, planing mill, Jacquard loom, blast furnace, reaper, harvester, binder, thresher, linotype, Hoe press, folder, typewriter, friction match, photographic process, lithographing, half-tone cut, three-color print, gasoline engine, illuminating gas, nitroglycerine, gun cotton, celluloid, coal tar products, coal for fuel, India rubber, destructive distillation, aluminum, telegraph, telephone, electric light, electric motor, electric furnace, automobile, phonograph, Roentgen ray, steam pump, steam drill, compressed air apparatus, steam plow, dredging machine, steam shovel, steam and electric railways, gyroscopic monorail car, dirigible balloon, aeroplane, submarine war vessel, microscope, moving picture machine, liquid air, acetylene gas, gasoline, elevators, the ice machine, wireless teleraph and telephone, telegraph cable, concrete construction, modern architecture, canal, bridge and tunnel construction and thousands of others of minor import. The greatest discoveries are in the field of chemistry and medicine, the knowledge of the use of anaesthetics, antiseptics, improvement in surgery and investigations in bacteriology and inoculation re-

sulting in making many very dangerous diseases harmless, all of which were unknown a hundred years ago and not seriously missed. Imagine in what a predicament we would be if we were suddenly deprived of them.

PROFIT OF \$300 PER ACRE.

One Arkansas Farmer Makes That Amount of Gain on \$30 Land.

Little Rock, July 23.—Deputy Commissioner Hutchins is receiving many replies from farmers all over the state for "personal experiences" in farming, to be incorporated in the forthcoming biennial report of the Agricultural Department.

C. P. Nixon of Clinton, up in the Ozark foothills, 1,606 feet above the sea level, writes that he raises fifty bushels of corn and ten bushels of peas to the acre on high land which many suppose to lack fertility. He has also raised two crops of potatoes the same season, the first 500 bushels to the acre, selling at 60 cents a bushel, and the second 200 bushels to the acre, selling at \$1 per bushel, at a total expense of \$80. This shows a profit of \$300 per acre on the land, valued at only \$30 an acre.

Buff Orpingtons Won in Coldest Month.

The claim that Buff Orpingtons are the best cold weather egg producers is borne out by the January report of the national egg-laying contest which is being held at the experiment station at Mountain Grove, Mo. January was the coldest month of the winter and the thermometer registered from four to twenty-four degrees below zero. The five hens in the pen laid 105 eggs during the month. Following is the record of the pens laying sixty or more eggs during January:

Buff Orpingtons	105
White Orpingtons	89
Buff Orpingtons	83
White Orpingtons	72
R. C. Rhode Island Reds.....	70
S. C. Rhode Island Reds.....	69
S. C. Rhode Island Reds.....	67
Silver Wyandottes	66
Silver Wyandottes	60

THE ARKANSAS FOREST RESERVES.

The financial benefits to those sections of Arkansas in which the National Ozark and Arkansas forests are located can begin to be seen this year when approximately \$11,000 will be apportioned out to the different counties in which the forests are

located, according to the forest revenue produced in each respective county.

The sales have been nearly equally divided between each forest, the Ozark forest, which is located in the north and west part of the state, producing practically all of the hardwood product that has been sold, and the Arkansas forest practically all of the short leaf pine. The counties which reap the largest part of the revenues of the Ozark forest are Stone, Baxter, Van Buren and Johnson. The product from Johnson County has been the most varied, all kinds of finished wooden product having been sold from the timber. Wagon stock has led all other kinds manufactured. In other counties staves have been the largest product. Until the last year the principle work of the forest officials has been surveying, platting and settling land claims. This past year, however, this work has not been easy to manage and their energies have been directed toward the marketing of the big timber on the reserves. Every sale is in charge of a ranger or an assistant and every tree is inspected before it is felled and the felling is done in accordance with government specifications. Timber ripens just the same as corn. When a tree becomes ripe and is left standing it begins to deteriorate and if not cut down also chokes back the young growth of timber.

At the present time three of the largest stove companies in the world are customers of Uncle Sam in his big woods in the Ozark forests. They are the Chess-Wymond, the Williams, the Pekin and the American Land and Timber Co.

Millions and millions of staves are shipped out by these companies each year. The forest people, however, are strongly in favor of the establishment of small dimension mills as they more fully utilize all parts of the tree.

Twenty-five per cent of all revenues coming from the forests go to the county in which the forest is in. An extra 10 per cent has lately been added by the government which brings the total up to 35 per cent, a very tidy sum. This money goes into the road and school funds of the respective counties.

The money this year derived by the respective counties in which the forests are located from forest revenues is more than they would have received from taxes had the same land been owned by private individuals. The revenues this year has been remarkable when the life of the trees are taken in consideration; they were only a few years old. The revenue from the for-

ests will increase year by year as the cut increases and the price of timber increases. The policy of forestry is not to prohibit the cutting of timber but to perpetuate it.

In Switzerland and other foreign countries the national forests produces a large revenue where they have been established for long periods. There are several forests in Switzerland on which government forestry is practiced which produce annually a revenue of about \$12.00 per acre.

Neosho, Mo., June 20, 1913.

Mr. Wm. Nicholson,
Kansas City, Mo.

Dear Sir:

Having promised to let you know, after I had lived here awhile, how I liked it here and what I have found this country to be, I will now try to make good my promise as near as I am able to do so. I think I am able to pass my judgment on it by this time and not miss any of it. I left Plankington, S. D., March 3d, arrived at Neosho, Mo., March 4th, and moved out on my farm which I bought last fall on March 5th.

As soon as I got settled I began to look around and found that there was lots of work ahead of me in fixing up the place to suit me. I have up to date partly accomplished this, but there remains lots of this work yet to be done, as I am bound to have the place where I live look neat and attractive. Now in regard to matters in general: I will say that I like to live here far better than in South Dakota. I like it here fine and do not regret my coming here. I only wish that I had come here a few years sooner. Our health has been very good here. When I lived up in South Dakota I could not read or write without the use of glasses, but since I am here I read and write almost entirely without the use of glasses. There are more than four times as many people to the square mile here than there are on a square mile in South Dakota, but there is not one-fourth of the sickness here that there is up there. I have not heard of a single case of malaria since I am here. I think there is no better water anywhere than here, and, besides, a person doesn't have to go far to find a good cool spring of water or a creek, where one can have a good cool drink of water at any time.

I never saw clover grow better anywhere than here. I have some clover on

my land which is from 32 to 36 inches high and there is lots of it here. I cut some rye on my place a few days ago which was from 5 feet 4 inches to 5 feet 8 inches high and will make 30 bushels to the acre. I never saw better rye anywhere. The great advantage of this country is that you can plant and harvest all summer and raise two crops of many things in one season on the same piece of land. We had garden truck ready to use when they began planting in the northern states. The strawberry season is over, but we have had for more than a week blackberries, raspberries, dewberries, cherries and plums, and next come apples and peaches and then more apples, and then we finish the season with different kinds of nuts. I don't know how people who wish to enjoy nature can live in that northwest country and miss all of what we have here. Many northern and eastern people are living here already and more are coming every day. The neighborhood where I live is fine, and I think that Neosho, Mo., is one of the nicest towns I ever was in. Take it all around, I am well pleased with my new location and would not go back again to live in South Dakota. I have no land to sell here; there are plenty of other men in the business, but if any person wants any more information he can get it by sending a stamped envelope. Good land sells here from \$50 to \$200 per acre according to circumstances. If you see fit to print this letter you are welcome to do so.

Respectfully yours,

F. W. RADECKE,
Route 6, Neosho, Mo.

PROFITS OF CUT-OVER LAND—INVESTIGATIONS NEAR DE RIDDER PROVE IT.

Cane Crops Yield Profit of \$100 to \$150
Per Acre Even Under Crude
Methods Now in Use.

DeRidder, La., Feb. 22.—For the past two years Mr. C. P. Fullington, formerly of Ohio, and more recently of Kansas, has been investigating the agricultural possibilities of Beauregard and Vernon Parish, La., with the object in view of permanently settling northern farmers thereon. This investigation has been thorough and for the past eighteen months has been one of close personal observation and experiment.

Mr. Fullington has found that corn, oats, red clover, timothy, alfalfa, potatoes, both Irish and sweet, all kinds of garden vegetables, berries and other fruit, as well as all of the sorghums and sugar cane, can be grown as profitably here as on the higher-priced land of the Central West, and many of them much more profitably, as an instance. His data on ribbon cane shows: "Mr. W. A. Thornton of Pitkin, La., has raised ribbon cane for several years and in 1912 produced 2,040 gallons of syrup from five acres.

"N. E. Parott of DeRidder, La., in 1912 produced an average of 600 gallons per acre.

"W. A. Moses of DeRidder, La., has made twenty-nine successful crops, averaging 500 gallons per acre per annum, and in 1912 his average was over 475 gallons per acre. Many other farmers in the vicinity of DeRidder report from 300 to 600 gallons per acre annual yield, but those specifically mentioned were fully authenticated.

"The average cost of production, manufacture and marketing of the above-mentioned crop was 25 cents per gallon, and selling price 50 cents per gallon, showing a net profit of \$100 to \$150 per acre per annum."

This syrup is made in a primitive manner, with small, one-horse mills, and the percentage of juice extracted is smaller and the cost of manufacture and preparation for market greater than it would be if manufactured at a central point of greater capacity and after more approved methods. Furthermore, the product would be more uniform, of better quality, and command a better price.

The crop year of 1912 (being the year in which Mr. Fullington made the above-mentioned observations and experiments) was the worst season for the past twenty-five years on account of scant rainfall, yet he reports the following results with reference to other crops on the five farms observed:

"Yield of Indian corn, 30 to 80 bushels per acre.

"Yield of Irish potatoes, 90 to 150 bushels per acre.

"Yield of sweet potatoes, 175 to 240 bushels per acre.

"Yield of oats, 40 to 65 bushels per acre.

"Yield of Bermuda onions, 500 to 600 bushels per acre.

"Yield of cotton, 1-3 to 1½ bales per acre.

"Yield of cowpea hay, 1½ to 2½ tons per acre.

"Yield of alfalfa, 6 tons per acre (five cuttings)..."

"Yield of watermelons, \$50 to \$75 per acre.

"Yield of figs, \$100 to \$125 per acre.

"Yield of strawberries, \$100 to \$200 per acre.

"Truck gardening, \$150 to \$250 per acre." acre."

Irish potatoes were grown and dug by May 10 and sweet potatoes grown on same land and dug in September of same year, two crops per annum from the same land, is the rule rather than the exception.

These cut-over lands near DeRidder are being purchased in small tracts at \$15 to \$20 per acre, on very reasonable terms, and DeRidder, being a good railroad center, the northern farmer is fast realizing and taking advantage of the opportunity offered. A large number have already contracted for Beaugard Parish farms, and it is expected that at least eighty northern families will have moved thereon within the next six months.

LOUISIANA OIL OUTPUT.

Statistics on the Louisiana oil output for 1912 shows a slight reduction for the state as a whole, but an increase for the Caddo field. The New Orleans Picayune refers to the figures as follows:

While the output of crude oil in Louisiana showed a decline during the year 1912, as compared to 1911, there was an increased value, however, of something like \$2,000,000. According to an official report published in the last issue of the Fuel Oil Journal, Louisiana, including Marion County, Texas, opposite the Caddo field, produced 10,885,909 barrels of oil in 1912, as compared to 11,282,248 barrels in 1911. The average price per barrel at the wells was 78.3 cents, making the value of the total output \$8,132,167. In 1911 the average price was 52.6 cents and the total value \$5,934,462.

Caddo, including the production in Marion County, Texas, is credited with 7,850,352 barrels, as against 7,657,656 barrels in 1911; Vinton, 1,180,177 barrels, as compared to 2,454,103 barrels in 1911; Jennings, 1,098,119 barrels, as against 1,180,177 barrels in 1911; Anse La Butte, Welsh and Pine Prairie, 82,840 barrels, compared to 90,132 barrels produced by the first two places. Pine

Prairie developed its first production in February, 1912, and consequently does not figure in the report for 1911. The single producing well at the latter place was good for 1,000 barrels at the start, but soon dropped to 100 barrels, its output being used on the field for fuel in drilling other tests, so far unsuccessful. Vinton is said to have furnished the only development out of the ordinary in the older districts. Wells in a deep sand heretofore not tapped were completed in November and December, one of these starting with 14,400 barrels.

A new feature in the report is the record of oil delivered by the Standard Oil Company of Louisiana, amounting to 1,268,018 barrels in 1912. The loadings of refinery products aggregated 958,484 barrels and of crude oil 309,534 barrels. Most of this oil was for export, the crude going to Havana and the refined to Argentina and Europe.

During February and March, 1913, activity in boring for oil has greatly increased and some unusually good strikes were made. At the beginning of March about twenty-five oil wells were being bored in the Caddo field, the companies actually engaged being the Gulf Refining Company, the Alamo Oil Company, Richardson Oil Company, Longview Oil Company, Columbia Oil Company, Higgins Oil and Fuel Company, W. C. Wolf, J. C. McCue, Producers' Oil Company, Rogers Oil Company, Atlas Oil Company, Pure Oil Company, Sun Oil Company, Star Oil Company, Vivian Oil Company, Hickman Oil Company, Koster Oil Company.

The Atlas Oil Company brought in one well with a flow of 500 barrels; the Gulf Refining Company one of 4,500 barrels' capacity, and the Alamo Oil Company one of 7,000 barrels in February. The Gulf Refining Company brought in a 16,000-barrel well in the Vinton field. A number of small capacity wells were brought in by several companies. Gas wells of large capacity have been bored by several companies. In March a very large gas well, McCormick No. 1, was brought in at Naborton, La., near Mansfield. The Arkansas Natural Gas Company brought in an 18,000,000 cubic foot well with 810 pounds rock pressure, and later a second well with 8,000,000 cubic foot capacity. The Oil Field Gas Company obtained a 10,000,000 cubic foot well; the W. C. Wolf well, 4,000,000; the Central Producing Company of Texas, 6,000,000, and the Gulf Refining Company, 3,000,000 cubic feet wells.

Railway Economics

The Craze for Fast Time.

The following Associated Press item was recently published in the daily newspapers:

"Austin Texas, Jan 17.—Suits aggregating \$620,000 for alleged failure to run a train on advertised schedule time were filed in district court here today by the State of Texas against the Gulf, Colorado & Santa Fe Railroad Company. The train, in the operation of which the State charges delay occurred is No. 5, from Gainesville to Dallas. Five thousand dollars per day for 140 days is asked.

"The Galveston, Harrisburg & San Antonio Railroad is sued by the State for \$30,000 also for alleged delay, and suit is filed against the latter road for \$10,000 for alleged violation of the "Jim Crow" law by allowing whites and negroes to ride in the same train without providing separate apartments."

There are a good many people still living who can remember the time when there existed no great through lines, running, say from Kansas City to Chicago, or from St. Louis to Toledo or Cincinnati; when there existed a number of short lines of railway, each under a separate management, and three or four changes of cars, and a transfer or two across town, were necessary to reach ultimate destination. The old rail chairs kept up a continuous clatter and the link and pin couplings jolted the passenger sufficiently to keep him awake, and the Pullman palace car was not yet in existence. Twelve to fifteen miles an hour was good speed, and twenty miles an hour entirely too fast for comfort.

The speed craze, as we know it now, did not develop until the struggle for commercial supremacy had become a mania. Improved road beds, motive power and cars in time made possible an increase of speed with comparative safety, and it is a safe assertion to make that no manager of a railway voluntarily increased the speed of passenger trains beyond the limit of safety.

Fast running by heavy trains drawn by heavy locomotives of the present day means

extra wear of track, weakening of bridges and trestles, additional strain on all parts of the locomotive, and increased danger to rails and wheels. It also means an enormous annual expense for operation, personal damages and death losses which could be avoided. It means unnecessary risk to life and limb, which neither an individual nor corporation has any moral right to assume.

And now comes the great state of Texas and lays a fine of \$5,000 against any railway in the state which fails to bring in its trains on time. If a train is late, there is a good reason for its being so. The element of safety requires such a train to be late. There are a hundred good reasons or more why a train can be delayed, but with a \$5,000 fine dangling before his eyes, its up to the engineer to make speed and run the chances of a wreck. Legislation of this kind certainly does not contribute to the safety of the passengers, but rather increases the danger. It is frequently a belated train, endeavoring to make up lost time, that comes to grief, and most of the fast running is done on such trains.

There is no good and sufficient reason for the high rate of speed at which the "Flyers," "Cannon Balls," "Meteors," and "Limiteds" are run nowadays, and if any legislation was needed it would be in the direction of curbing the speed mania, rather than forcing trains to come in on time when a moderate rate of speed would be safe. It would be far better for all concerned if the money wasted on high speed for the benefit of the few and the discomfort and danger of the many could be devoted to the betterment of the track, the road bed, rolling stock, the building of comfortable and attractive stations, the safeguarding of switches, crossings, bridges, curves, etc. If the speed competition could be eliminated and schedules too fast for safety be abolished, the traveling public would feel much easier when it undertakes a journey.

Under existing financial conditions it is difficult for most railways to raise the necessary funds to keep their tracks and equipment up to the highest standard, due

largely to adverse legislation. Until the time comes for a more liberal treatment of the railways by the bodies that have the power to do or undo, the financing of the existing railways for needed improvements will be an undertaking of extreme difficulty.

It Costs Money to Operate a Railroad.

Strange as it may seem to the public at large, the operation of a railroad costs money. How many readers of this article know that the ordinary passenger coach in which they travel costs between \$10,000 and \$15,000? Or that ties cost from 50 to 60 cents each, and rails \$35 per ton (the average being two and a half or three rails to the ton), and a locomotive \$25,000? Would it surprise you to know that the approximate cost of one mile of track, under ordinary conditions, laid with light steel (seventy pounds to the yard), is \$30,000? Consider the item of ties alone. In January, 1910, there were 240,667 miles of railroad in operation in the United States, and on the average there are 2,640 ties to the mile, these ties averaging in cost, 55 cents each.

Figure it for yourself—a veritable fortune, which represents only a small part of the money that is invested in the railroad business of our country. There are, in addition to this item, engines, cars of all classes, depots, shops and other buildings, rails, spikes, lumber, bridges, coal, water, oil, labor, wear and tear on machinery and rolling stock, taxes and hundreds of other things that the public knows nothing about. In 1912 the railroads paid \$116,793,953 in taxes, or \$533 per mile of line. Did you ever consider what an army of people the railroads give employment to? On June 30, 1912, the total number of persons employed by the steam roads of the United States was 1,729,144.

Important Developers.

In what condition would our country be had the railroads never been built? We would be riding from place to place in covered wagons and the like, with none of the comforts and luxuries that are available on the modern railway train, and the journey which now requires two hours to make would require the greater part of three days. It cannot be doubted that the railroads were the most important factors in the development of the United States.

The management and operation of a railroad is as much a profession as is the prac-

tice of law, medicine or any other of the well-known vocations which require a perfect knowledge of their rules and laws. Government ownership of railroads is, for this reason, impractical. It would mean the infusion of politics into the business, which is to say that the "man with the pull" would hold the official positions, instead of the practical man who has spent years in learning his profession, and who has made railroading his business.

Adverse conditions are growing worse and worse, and it is now almost impossible to get an American to finance a railroad—we must depend upon foreign capital to develop them. Something should be done to relieve the situation, and the only way in which this can be brought about is through a cessation of unfair legislation which works unjust hardships upon our railroads? —A De Bernardi, Jr., in Kansas City (Mo.) Journal.

FLOODS COST RAILROADS \$20,000,000.

Revised figures now place the damage and loss from floods of seven roads in Ohio and Indiana during March and April at \$20,000,000. Eleven million of this amount covered the destruction of bridges and tracks and the remainder was due to interrupted freight and passenger service. The roads and the amount which each lost in property are:

Pennsylvania, \$3,000,000; Big Four, \$3,000,000; Baltimore & Ohio, \$2,500,000; Monon, \$2,000,000; Toledo & Ohio Central, \$300,000; Lake Erie & Western, \$200,000; Chicago & Eastern Illinois, \$150,000.

On the Big Four alone nineteen massive steel bridges were destroyed, forty-one miles of track were washed away, three stations ruined, 800 feet of timbered trestle washed away and numerous concrete culverts destroyed.

On the Pennsylvania fourteen bridges were wrecked, six of them being among the largest on the system, more than thirty miles of track were washed away, as well as many more miles of ballasting.

The B. & O. lost twelve bridges, including the great steel girder structure at Zanesville, O., which cost \$250,000.

The rapidity with which the roads have repaired the damage done and announced resumption of full freight and passenger train service is a fine exhibition of how American railroads are organized for emergencies and rapid operation in cases like this.

An estimate made March 30th by Governor Cox of Ohio after the state authori-

ties had prepared an inventory of the disaster and destruction wrought by the floods put the loss to the railways of that state alone at \$103,000,000. The figures, which were based on reports gathered from all parts of the inundated area, by the public utilities commission, gave the following estimated damage to railway property, with next to nothing of it covered by insurance:

Bridges	\$25,000,000
Tracks	50,000,000
Equipment	5,000,000
Terminal systems	10,000,000
Railway telegraph	3,000,000
Buildings	5,000,000
Miscellaneous	5,000,000

RAIL VS. WAGON HAUL.

Austin, Tex.—B. F. Yoakum, chairman of the Frisco executive committee and board, expressed himself as follows in regard to transportation matters:

"A state is just as large as its transportation facilities permit it to expand. This is especially true of Texas. During the year 1912 there were estimated to be 60,000,000 tons of farm and other business hauled over the Texas public wagon roads. The average haul was twelve miles, the average cost of hauling by wagon is approximately 21 cents. For each ton moved one mile the same tonnage hauled by railroads costs about 1 cent per mile ton moved one mile. The difference in cost of handling the tonnage of Texas over the public roads and the railroads therefore is 20 cents per ton for each mile hauled. This carried out logically shows that each mile of wagon haul replaced by railroad transportation saves \$12,000,000 annually to the people of the state.

"The average haul over the wagon roads of Iowa is six miles. Therefore, if Texas were as well supplied with railroads as the people of Iowa on an area basis and the average haul over the wagon roads in

Texas was reduced from twelve to six miles, the annual saving to the people of the state would be \$72,000,000 a year. These things ought all to be taken into consideration in connection with the agricultural development of Texas, which represents 84 per cent of the state resources. That is, we are an 84 per cent agricultural state. If I were making any suggestion, briefly stated, I would emphasize the importance through laws and otherwise of aiding the farmers of the state in getting a greater production and in developing better facilities for marketing their products. Both are extremely important, but if there is any difference, marketing is of more importance than production.

"I contend that a farmer has performed only half his duty to himself and family when he produces a crop. The other duty is in selling at a price which will give him the most money possible for his work."

IF HE HAD SEEN!

From Answers, London.

The weather was wet. Business had been bad. Hence Farmer Giles, never amiable, was even more irascible than usual.

As he stepped down from the cart on his return home from the market, he noticed a lantern-light moving about near his kitchen premises, and proceeded at once to make investigations.

To his surprise he discovered a yokel, lantern in hand, talking with his niece.

"What's your business here?" demanded Farmer Giles peremptorily.

"I be come a-courtin', master."

"Come a-what?"

"A-courtin', sir. I be a-courtin' Mary."

"It's a lie. You've come here thieving. You know you have. No man goes courtin' with a lantern. At any rate, I never did."

"No, sir," replied the yokel, quietly, "I shouldn't think so, judgin' by the missus!"

Industrial Notes

Amoret, Mo.—Frank A. Oline, new grain elevator, capacity 15,000 bushels.

Ashdown, Ark.—Incorporated: Ashdown Light & Power Co., \$10,000. County contract let for construction of a jail building, \$13,500. Church of Christian Disciples, new building, \$3,250. Incorporated: Ashdown Building & Loan Association, \$100,000. Methodist Congregation, new church build-

ing, \$12,000. W. G. Sanderson, office and store building, \$10,000. Incorporated: Bog Springs Company, \$30,000. J. E. Cooper, new firm, meats, etc.

Atlanta, Tex.—Incorporated: Farmers State Bank, \$25,000.

Beaumont, Tex.—Incorporated: W. F. Ryder Lumber Co., \$100,000; Jefferson County Colonization Co., \$50,000; S. L.

Adams & Co., grocery firm, \$10,000; The Fischer Co., clothing, \$15,000; Model Dry Goods Co., new concern; Unadillo Silo Co., new factory; Thames Drug Co., new concern; Reid, Murdock & Co., pickle salting station; Dallas-Williams Furniture Co., \$8,000; Progressive Oil Co., \$7,500; Geo. W. Smith Lumber Co. increases capital stock from \$150,000 to \$200,000; Beaumont Lumber & Shingle Co. increases capital stock from \$30,000 to \$150,000; Trinity Rice Co., \$8,000; Pierce-Fordyce Oil Co.; Beaumont Cotton Seed Oil Co., reorganized and enlarged; Cooke-Nelson Shipbuilding Co., new concern; Magnet Oil Co., \$2,800. Construction: St. L. & S. F. Ry. let contract for freight and passenger station, etc., \$50,000; city contract let for abattoir, \$11,550; contract let by Eastern Texas Electric Co. for grading, fencing and building culverts and bridges on twenty miles of interurban railroad between Beaumont and Port Arthur, \$250,000; Magnolia Petroleum Co., plant enlarged, 650 employees; Hotel Dieu Hospital, addition, \$60,000; Reese & Corriher Lumber Co., sawmill and planer at Diana, six miles east of Beaumont, capacity 60,000 feet; T. & N. O. Ry. has under construction machine shops, etc., to cost \$40,000; Lee Blanchette, residence, \$8,000; Wm. Schnick, steam bakery and building, \$7,000; Beaumont & Port Arthur Interurban Electric Ry. Co., offices and terminals, \$80,000; county contract let for addition to court house and jail, \$11,900; Dr. W. W. Cunningham, apartment house, \$300,000; Rosenthal & Co., addition to store building, \$5,000. Beaumont Navigation District requests bids for construction of canal 1,000 feet long, 10 feet deep, 30 feet wide at bottom; locks with chamber, 250 feet long, 10 feet deep and 30 feet wide, dam across Taylor bayou 160 feet wide. City let contract for 2,755 yards brick paving and 1,250 feet curbing. W. J. Blewett, brick building. The Texas Oil Co. on March 5th brought in an oil well at Sour Lake with an initial flow of 10,000 barrels of oil per day. Reported that the Magnolia Oil Co. will build additional docks and tanks at Sabine, Tex. J. M. Guffey Petroleum Co., 12,000-barrel oil well at Vinton, La. During 1912 the gas and oil pipe lines laid in Texas amounted to 150 miles and cost \$735,000; city sewer construction, \$100,000; Automobile Supply Station; Melins & Gray, ladies' furnishing business (new); new buildings of Orleans Realty Co. and T. H. Langham. Deposits in the four banks of Beaumont April 7th, \$7,068,148.69. City building permits, 1913, January 27th, \$23,133; February 28, \$381,275; March 30, 38,313; total for three

months, \$442,723. The Jefferson County Highway Commission has requested the County Commissioners' Court to call an election to vote on a bond issue of \$500,000 for road construction. County Commissioners' Court requested to call an election to vote on bond issue of \$30,000 for construction of a bridge across Neches River. The H. S. and L. J. Boykin et al. syndicate has purchased the holdings of the Texas Lumber Co. at Honey Island for \$300,000 and will enlarge sawmill plant.

Bentonville, Ark.—Incorporated: Bentonville Cooperage Co., \$20,000.

Bog Springs, Ark.—Plans have been accepted for the construction of a sanatorium, bath house and sewer system to cost \$50,000.

Bossier City, La.—A mass meeting of citizens of the parish voted favorably to request the police jury to call an election to vote on a bond issue of \$300,000 for the construction of public roads.

DeQueen, Ark.—Incorporated: Mexico Mining & Developing Co., \$50,000; county contract let for bridge across Rolling Fork River, \$6,900; negotiations pending for the location of a cotton seed oil mill.

DeRidder, La.—City contract let for ten miles of sidewalks. P. W. West let contract for four brick buildings, \$12,000. Lumberman State Bank increased capital from \$25,000 to \$100,000. City franchise granted to E. J. Tegarden for an electric light plant. C. T. Chase, Saddlery, new concern.

Fort Smith, Ark.—Incorporated: Rush Distillery, \$25,000, to continue an established business. Peoples Bank increases capital stock from \$250,000 to \$500,000. Incorporated at Idabel, McCurtain County, Okla., The Bettess Power Co., \$2,000,000; to build a power plant at Mountain Fork River; dam 150 feet high, 350 feet long, 5,000 horse-power. Country Club Realty Co., \$50,000; Ozark Fruit Co., \$10,000; Southwestern Hotel Co., \$150,000; Haliburton Cigar Co., new concern. Construction: City waterworks improvements, 6,000,000-gallon Worthington pump, \$——. Under construction: Steel plant for Fort Smith Iron & Steel Co., employs fifty men. Nichols & Son, new concern, automobiles, vehicles, etc. Contract let for addition to Peabody school, \$40,000. Fort Smith Excelsior Co., new factory building, \$10,000. Fort Smith Paper Co., new building, 180,000 feet floor space. Fort Smith high school addition, \$45,000. John Emrich, new dwelling, \$8,000. In contemplation: Construction of

bridge across Arkansas River to connect Fort Smith with Oklahoma. Calvert-McBride Directory of January, 1913, shows population of Fort Smith to be 32,973. Gas franchise granted to Tom Wall et al. to pipe gas from Poteau, Okla., to Fort Smith, Ark., gas to be delivered at 25 cents per 1,000 feet. Mr. J. E. Daley, President Scranton Anthracite Coal Co., has purchased the holdings of the Scranton Anthracite Coal Co., the Fort Smith Coal Co., the Creek Coal Co., the Clark & Williams Coal Co., the McWilliams Ward & Co. Mines, the Sunshine Mine, all near Spadra, Ark., and the Sterling Coal Co. of Jamestown, Ark.; consideration \$2,000,000. The city of Fort Smith had available, on April 21st, the following funds: For street paving, \$300,000; for sewer construction, \$50,000; for waterworks extension, \$45,000. The Southern Hotel Co. has purchased the Goldman Hotel for \$300,000. City bond sales: Water bonds, \$140,000; paving bonds, \$350,000, to Mercantile Trust Co.; sewer bonds, \$40,000, to Speer & Dow; paving bonds, \$4,200, to I. H. Nakdimen.

Granniss, Ark.—The Arkansas & Oklahoma Telephone Co. is building a line from Cove, Ark., to Bethel, Okla.

Gravette, Ark.—Road grading completed, #492. Gravette Plumbing & Supply Co., new concern. City waterworks plant under construction. Farmers Union Warehouse contracted for. Three new dwellings built, \$5,000.

Heavener, Okla.—Grover Flanagan, three dwellings, \$5,000.

Horatio, Ark.—Under construction: Masonic Temple, two-story brick, \$6,000. S. R. Halliday, concrete business block, \$5,000.

Joplin, Mo.—Incorporated: Minor Heir Sunrise Mining Co., \$20,000; Reo Mining Co., \$32,000; Jeddiah Mining Co., \$60,000; Otis Mining Co., \$20,000; Lawton Mining Co., \$10,000; Webb City-Lehigh Mining Co., \$4,000; Sitting Bull Lead & Zinc Mining Co., \$300,000; Powhattan Lead & Zinc Mining Co., \$100,000; Haas Dry Goods Co., new concern; C. E. Vaughan, tin shop, cornice works, new concern; Wanita Pearl Mining Co., \$100,000; South Joplin Ice Co., \$15,000; Hermosa Mining Co., \$32,000; J. M. Short Mining & Developing Co., \$300,000; Toder & Becker, rubber goods, new concern; Hoo Hoo Mining Co., \$12,000; New Dixie Mining Co., \$5,000; Fairfield & Cooke Wholesale Hardware Co., \$100,000; Monarch Mining Co., \$100,000; Dundas Mining Co., \$30,000; Capt. E. Mining Co., \$8,000; H. L. &

S. Mining Co., \$12,000; Bear Cat Mining Co., \$3,000; Oklahoma Tripoli Co., \$200,000; Sleepy Hollow Mining & Development Co., \$2,000; Davidson-Joplin Mines Co., \$250,000; Proctor Mercantile Co., \$6,000; Jasper-Newton Mining Co., \$10,000; National Fire Insurance Co., \$1,000,000; Becker Mines Co., \$10,000; Stump Lead & Zinc Mining Co., \$32,000; Monarch Mining Co., \$100,000; Freese Sludge Co., \$5,000; Arnold Motor Supply Co., \$2,000; Producer Mining Co., \$30,000; Astra Products Co., \$50,000. New concentrating mills: Carthage Metal & Milling Co., 200 tons; Otis Mining Co., 250 tons, \$15,000; J. W. Ground et al., 100 tons; Lu Lu V Mine, 100 tons; Federated-Knight Mining Co., 300 tons; Good Shepherd Mine, 100 tons; Coats & Ortt, 100 tons; Vinegar Hill Mining Co., 100 tons; Frisco Sludge Co., 50 tons; Hardy Mine Co., 150 tons; Delta Mine Improvement, \$2,000; Arco Mining Co., mill remodeled, \$2,500; Crossman Lease, 100 tons; W. H. Tankee and Dr. T. Mine, 100 tons; Imperial Mining Co., 300 tons, \$35,000; Red Oak Mining Co., 250 tons; Old Baltimore Mine, 100 tons; Navajo Mining Co., 100 tons; Della Mining Co., 150 tons; Lawton Mining Co., 100 tons; Vinegar Hill Zinc Co., 150 tons; Underwriters Land Co., two, 100 tons; Powhattan Mining Co., 250 tons; Newsboy Mining Co., 100 tons; Old East End Mining Co., 100 tons; Wm. Davidson, 300 tons; Carneau & Squires, 350 tons, \$25,000; Sayers & Co., 200 tons, \$20,000; Casey & Brown, 100 tons; Bunker Hill Mine, remodeled, \$2,000; Vinegar Hill Zinc Co., mill remodeled, \$2,000; Tiffen Mine, mill remodeled; Du Quesne Mine, new warehouse; Collier & Rightsell, new machinery, \$500; Lu Lu V. Vine, mill moved and rebuilt, \$2,000; Casey & Brown; Red Cloud Mining Co.; O. W. Sparks; A. E. Beuddari & Co., seven 100-ton mills; Portland Lead & Zinc Co., 300 tons; Liles Bros., 100 tons tailing mills; Louisa T. Mine, mill remodeled; Gray Top Mining Co., 250 tons; Martha Ball Mining Co., 300 tons; Eldorado Mining Co., 300 tons; Davidson-Joplin Mines, two 100 mills, one 250 tons; Sunflower Mine, 250 tons, \$20,000; Aladdin Mine, mill remodeled, \$2,000; electric apparatus for six mines, \$7,849; Thos. F. Coyne, 250 tons. Construction: The Ball & Gunning Milling Co. will erect a concrete elevator to hold 110,000 bushels, at Webb City, Mo.; bond issue of \$50,000 voted January 14th for construction of a viaduct; Salvation Army let contract for new building, \$5,000; Mrs. H. C. Cosgrove, contract let for four-story building, \$25,000; St. L. & S. F. Ry., building a freight station, \$25,-

000; Mo. Pacific Ry. will erect passenger station, \$40,000; freight station, \$40,000; round house, \$6,000; coal chutes, \$10,000; city contract let for paving city block, \$5,257.59; Interstate Grocery Co., new building; Empire District Electric Power Co. will erect a four-story building for its general offices; Henderson Grocery Co., new buildings, \$20,000; Y. M. C. A. is considering the construction of a building to cost \$125,000; the city council has appropriated \$52,050 for the purpose of purchasing land for a market house which is to cost \$90,000; Malang & Stevens Machine Co., under construction, concrete building; Catholic congregation will erect parochial school; R. T. Gorrell, brick building, \$22,000; Knights of Pythias, two-story building, \$10,000; First National Bank building completed, cost of fixtures, \$25,000; Mrs. John H. Taylor is having plans made for a 100-room hotel to cost \$125,000; J. T. Lafferty and others have purchased 124 acres of mineral land for \$60,000; J. C. Fering of Clayton, Mo., contemplates erecting a stoneware and pottery plant; the Galena, Kan., Smelter has resumed operations, weekly payroll, \$1,500; Oklahoma Tripoli plant at Peoria, Okla., in operation and completed; city park and boulevard system under construction will cost \$75,000; J. W. Aylor has sold 70 acres of mineral land to a company for \$150,000; school population of Joplin for 1913 is 8,874, showing an increase of 302 over preceding year.

Lake Charles, La.—Incorporated: Arkansas Hobo Medicine Co., \$2,500; Pearl Mineral Oil Co., \$50,000; Lake Charles Undertaking Co., \$5,000; Bright Company (oil), \$15,000; Pineland Naval Stores Co., capital stock increased to \$100,000; Jacobs Dry Goods Co., \$20,000; Bayou-Blue Lumber Co., \$25,000; Dever Realty Co., \$100,000; Inter-Coastal Land Co., \$200,000; Martel Syndicate (oil), \$10,000; Lake Arthur Dredging Co., \$50,000; Lake Charles Grain Co., \$50,000; Woodring Lumber Co., \$30,000; Mabry & Coosby, tailoring store, new concern; Richardson Oil Co., \$40,000; Homebuilders Realty Co., \$100,000; Mentau Lumber Co., hardwoods, \$10,000; Calcasieu Development Co., \$1,500,000; Woodland Company, \$25,000; Vinton Development Co., \$10,000. Construction: Work begun on new Catholic church; McNary Lumber Co. has built a sawmill at McNary, La., capacity 150,000 feet; new sawmill at Hermosa, La., capacity 50,000 feet; Le Blanc Hotel, destroyed by fire, is being rebuilt, cost \$50,000; local telephone company is laying eighteen blocks of underground cables; C. A. Bar-

bour of the Teche Transportation Co. has ordered construction on ten barges, to be operated on inter-coastal canal, to cost \$100,000; construction begun on Sulphur District drainage canal, draining 8,000 acres; Lake Charles National Bank building remodeled, \$30,000; City Delivery Co., brick barn, \$7,000; on March 30th about 100 dwellings in course of construction; bank building remodeled, \$5,000; four new stores, \$10,800; lodge building, \$1,800; land purchased for newspaper building, \$18,000; Lake Charles Grain Co. will build a grain elevator; Josey-Miller Co. of Beaumont, Tex., seeking a location on which to build a grain elevator. Sales of skins and pelts in Lake Charles for 1912 amounted to \$300,000. The Crowell-Spencer Lumber Co. has purchased 30,000 acres of pine timberland near Oakdale, La., for \$2,000,000. They will enlarge the sawmill at that point. Tabasco Pepper Co. factory will use product of 100 acres of peppers. The Calcasieu Oil & Mineral Co. brought in an oil well of 4,000 barrels capacity at Jennings, La. City building permits: January, 1913, 27, \$23,125; February, 28, \$31,275; March, 30, \$38,313; total for three months, \$92,713. Heisig & Norvell of Beaumont will establish a wholesale grocery here. Deering Bros. have completed a map of Cameron Parish at a cost of \$16,000. De Latte & La Grange have enlarged their brick plant from 25,000 to 50,000 daily capacity. Lake Charles Grain Co. will build a corn chop and feed mill, to cost \$15,000. The National Government is arranging for the construction of the Inter-Coastal canal between the Calcasieu and Sabine rivers, 22½ miles long, 40 feet wide at bottom, 5 feet deep, 1,500,000 cubic yards to be excavated. Guild & Co., new business building, \$10,000; Hemenway Furniture Co., warehouse, \$8,000; Pelican Sheet Iron Works let contract for fireproof building; Kelley & Weber Wholesale Grocery Co., business building; Lake Charles Hotel, 24 rooms, remodeled, \$5,000; city contract let for 50 blocks of sidewalks. New townsie company organized to operate at Vinton and Starks, La. Election March 11th to vote on \$130,000 bond issue for court house and jail improvements.

Leesville, La.—Incorporated: Leesville Iron Works, \$25,000. City contract let for construction of five blocks of sidewalks. Incorporated: Bank of Fullerton, \$25,000.

Lewis, La.—The Rogers Oil & Gas Co. on April 16th secured a gas well of 75,000,000 cubic feet capacity, with a rock pressure of 1,200 pounds to the square inch.

Mansfield, La.—Under construction in March, 1913, twelve new brick business buildings, cold storage plant and a lodge hall. Incorporated: Mansfield Mutual Building Association, \$100,000; Mansfield Cold Storage Co., \$10,000. New gas well of large capacity at Naborton, La. Mansfield Business College, new concern. Surveys made for a municipal waterworks plant. Under construction: Seven miles of concrete sidewalks; four new brick buildings; Sears, Roebuck & Co., sawmill at Ayers, La., capacity 50,000 feet. Gulf Refining Co. brought in an oil well, May 15th, with 500 barrels daily capacity. The company has purchased 26 acres of land on which to build storage tanks, and is building eight miles of pipe line. The Mansfield Gin Co. has closed a contract for the construction of four 80 saw gin stands, and is erecting a new building. The Mansfield Clay Products plant is nearly completed and will be operated in June.

Many, La.—Contract let to build a road from Many to Fort Jessup, 11 miles, cost \$24,900. Twenty additional miles of sand-clay road, to cost \$20,000, are to be constructed later on.

Mena, Ark.—The Watkins Planing Mill has been remodeled. Mr. J. W. McRae and others contemplate opening up a new slate quarry 15 miles east of Mena. The Thornton Mercantile Co. has purchased the stocks of the Thacker Dry Goods Co. and of Thacker Bros. The Gay Oil Co. is building a new warehouse. Incorporated: Caddo Gap Lumber & Stave Co., \$20,000.

Mulberry, Mo.—Miller Bros. have leased 165 acres of coal land. Incorporated: Moka Coal Co., \$40,000; the Pierce Coal Co., \$150,000; will open strip mine, using steam shovels, Aug. 1, 1913. Order of Eagles' lodge building, \$7,000.

Nederland, Tex.—Mr. Paul Daniels has purchased the Nederland Rice Mill, at a cost of \$5,000.

Neosho, Mo.—Waterworks improvement, including dam across Hickory Creek, four miles of iron pipe and pumping plant of 1,000,000 gallons capacity, \$59,000. The Liquid Carbonic Co. of Chicago has established a strawberry preserving plant. Will use from 8,000 to 10,000 crates of berries and will employ 25 men and 200 women. Product 1,000 barrels of 50 gallons of preserves. Incorporated: Neosho Auto Co., \$3,500. Special election June 12 to vote on \$30,000 bond issue for road construction.

Orange, Tex.—The Orange County Rice & Irrigation Co. has increased its capital

stock to \$60,000. This company will extend its irrigation canal so as to irrigate 10,000 acres. The Lutchter & Moore Lumber Co. is building a barge 178 feet by 36 feet, to operate on Sabine and Neches rivers. Dr. E. W. Brown and W. H. Stark have purchased 8,000 acres of cut-over land for \$32,233.50.

Pittsburg, Kas.—State appropriation for improvements on State Normal Training School, \$234,000. Dr. Blair and the Stevenson Coal Co. will install steam shovels at their mines. Twenty-one steam shovels are now in operation here. The Columbia Coal Co. has leased 800 acres of coal land, prospecting began June 1, 1913. Completed: Pittsburg Corn Mill, new enterprise. The Methodist congregation has let a contract for a new church building, \$51,900; church complete will cost \$75,000. The Joplin & Pittsburg Ry. has built eight blocks of track in this city. The Fred V. Maxwell pottery, a new enterprise, is now in operation, capacity 50,000 pots per week.

Port Arthur, Tex.—Port Arthur Rice & Irrigation Co. rebuild pumping plant, cost \$35,000. W. M. Barrier, new theater, \$10,000. South Coast Oil & Fertilizer Co., new corporation, is building a factory at Sabine for handling the Menhaden catch, and expects to have an output of 50,000 barrels of oil and 100,000 tons of scrap, to be converted into fertilizer. This company has purchased the steamer "Tangier" for fishing in the Gulf. The steel bridge across the Sabine-Neches Canal, to connect the pleasure pier with the city, is now under construction. The city has completed the construction of ten blocks of sewers. Construction of municipal water pipe line from Port Neches to Port Arthur, 43,900 feet, has been begun. Four dredges are at work on the Sabine-Neches Canal and one on the Orange project, between the Neches and Sabine rivers. Under construction: J. S. Gordon Grain Co., brick building, \$2,000; Schwick & Oberholz, brick building, \$7,000; Merchants State Bank, new building, \$65,000; Jno. A. Adams & Co., new building, \$20,000; Scott's Rooming House, twenty additional rooms, \$6,000; J. B. Smith, bungalow, \$700; B. Twyman, two brick buildings, \$20,000, Geo. M. Craig, two-story office building, \$45,000; B. Sachs, two-story business building, \$10,000; new city hall, \$—; new building of the Christian Church, \$—; Incorporated: Independent Oil & Mineral Co., \$15,000; owns 500 acres oil land near Vinton, La. During 1912 the local consumption of building material amounted to 5,872

carloads of brick, lumber, cement, lime, plaster and gravel. The Home Laundry has installed a new cleaning plant. \$1,000. The steamship "Anglo-California" cleared here April 3d with 15,000 bales of cotton. The Paragon Ice Co., new factory, now in operation. Port Arthur Gulf Fishing Co. has let a contract for a power sloop to cost \$2,500. City building permits, 1913: January, \$16,-152.50; February, \$24,911.30; March, \$23,-950; April, \$32,577; May, up to 22d, \$9,050; total, \$106,640.80. Population of Port Arthur June, 1913, 13,000, according to city directory estimate. J. H. W. Steele and others are contemplating the construction of a dry dock, including machine shop, with facilities for handling vessels of 4,000 tons; approximate cost, \$20,000. Erick Jacobson, new building, \$55,000; Port Arthur Garage Co., new building, \$7,500; South Texas Telephone Co., placing wires underground and erecting exchange and office building, cost \$50,000. Incorporated: Port Arthur Gas Co., \$100,000, construction of gas plant and 20 miles of gas pipe line begun. City Bakery, new two-story building, \$6,000; Wm. Nickell, brick business block, \$10,000. Reported that G. G. Havemeyer will establish a cannery. April oil exports: Texas Co., 320,671 barrels; Gulf Co., 665,289 barrels; total 985,960 barrels, including 1,205 barrels of asphalt. The April oil imports amounted to 316,622 barrels of oil from Tampico and Tuxpam, Mexico. Construction of the Calcasieu-Sabine section of the Inter-Coastal Canal will begin during the month of June. The right-of-way for the Mermentau-Calcasieu section, for which \$290,000 has been appropriated, is now being secured. The Port Arthur Gas Co. has erected an office building at a cost of \$6,000.

Poteau, Okla.—The Chamber of Commerce is negotiating for the establishment of a brick and clay working plant, to cost \$75,000. E. L. Moore has established a cotton seed oil mill, cost \$40,000. The Lappelle Bottle Co. has contracted with the Chamber of Commerce to establish a glass manufacturing plant here. A bond issue of \$30,000 for park purposes has been voted on favorably May 30th. City contract let for 1,540 yards of street paving.

Sabine, Tex.—The South Coast Oil & Fertilizer Co. and the Magnolia Petroleum Co. have factories under construction. A number of dwellings are also being built.

Shreveport, La.—Incorporated: Shreveport Natural Gas Co., \$100,000; North Louisiana Electric Railway Co., \$1,000,000; Fullilove Realty Co., \$25,000; Elliott Electric Co., \$5,000; H. C. Davidson Dental Sup-

ply Co., new concern; Process Fuel & Refining Co., \$55,000, will build an oil refinery; Builders Supply Co., \$25,000; Chas. Read Realty & Assurance Co., \$50,000; Shreveport Trust Co., \$1,250,000; Caddo Mutual Building and Loan Association, \$4,000,000; Phoenix Oil Co., \$15,000; Helpman-Devore Real Estate Co., \$25,000; Western Shingle Creosoting Co., \$600,000; B. R. C. Bottle Co., glass factory, \$50,000; Branch-Baker Lumber Co., \$25,000. Organized: Shreveport Fertilizers Co., \$500,000. Construction: Building permits, March, 1913, 187, \$97,307; stables and garages, \$740; warehouse, \$688; repairs to stores, etc., \$2,878; dwellings and repairs, \$58,178. February, dwellings and repairs, \$61,746; stores, \$4,369; stables and garages, \$23,272; warehouses, \$2,207; miscellaneous, \$5,535; total, \$97,129. January permits, \$65,905. Incorporated: Southern Investment Co., \$40,000. April permits: Stables and garages, \$2,218; warehouses, \$30,579; stores and repairs, \$16,991; dwellings and repairs, \$103,010; miscellaneous, \$3,574; total, \$156,907. City contracts for graveling streets, \$70,000; sewers, \$20,000. Bonds voted for street improvements, \$100,000; for construction of a market house, \$101,500; for purchase of 11,000 acres of Cross Lake lands, \$11,500; for graveling roads in parish, \$10,000; for storm sewers, \$20,000; for grading residence streets, \$60,000. Caddo Levee Board is requesting bids on construction of drainage canal to divert Twelve Mile Bayou into Cross Bayou in order to reclaim 100,000 acres of land. The Meridian Fertilizer Co. has purchased 36 acres of land for \$18,000 at Bossier City and will build a new factory thereon, to cost \$150,000. The Shreveport Fertilizer Co. has purchased 12 acres and will build factory, to cost \$150,000. Each factory will have an output of 40,000 to 50,000 tons per season. Messrs. Campbell, Smith and Ritchie of Lebanon, Ind., have purchased 10,000 acres of hardwood timberland. The Southern Investment Co. has purchased 228 acres for \$57,000, to divide into five-acre tracts for truck farms. Louisiana Railway & Navigation Co. will erect an office building, to cost \$50,000. The Caddo Levee Board requests bids on construction of connecting levee at Twelve Mile Bayou, to cost approximately \$10,000. Construction of Queensboro waterworks (suburbs) ordered, cost \$100,000. Elliott Electric Co. building factory. The North Louisiana Electric Ry. Co., proposing to build a line between Shreveport and Monroe via Minden, is reported to have 20 miles graded. The Caddo Parish Police Jury has let contract for 26 miles of country road, to cost between \$5,000 and \$5,800 per

mile. The Shreveport Masonic Lodge, it is reported, will build a temple, to cost \$150,000. The Shreveport Traction Co. has purchased the Shreveport Suburban Railway for \$22,500. The city has purchased 17 acres for park purposes, cost \$38,000. It is reported that C. W. King will build a five-story addition to the North Louisiana Sanitarium, to cost \$75,000. Star Bottling Co., new building, \$20,000. The Fairsite Developing Co. secured a 30,000,000-foot gas well close to town at a depth of 1,500 feet. The Shreveport Electric Light & Gas Power Co. improvements in power plant, \$85,000. The new city directory gives Shreveport a population of 35,000. Caddo Parish Police Jury will build 7½ miles of road between Houston and Kelley Bayou and between Bagley and Robson. The city has available \$180,000 for the construction of 30 miles of gravel road. Dreamland Theater remodeled, \$3,000. The Caddo Levee Board has let contracts for levee construction to the amount of \$500,000. New gas well of Shreveport Natural Gas Co., 20,000,000 cubic feet, cost \$5,000. Standard Oil Co., new oil well on Still farm, 7,000 barrels per day. Caddo Levee Board will construct 190,000 cubic yards at Brown's Place and Campo Bello. Street car line from Shreveport to Cedar Grove completed. New Methodist Church dedicated. Caddo Parish Police Jury has let contract for 14½ miles of road, to cost \$100,000.

Siloam Springs, Ark.—Incorporated: Siloam Springs Ice & Water Co., \$10,000. The last indebtedness of the Arkansas Conference College has been paid, \$5,000.

Spiro, Okla.—Incorporated: Spiro State Bank, \$20,000. T. H. Hadden, restaurant and dining hall, new concern.

Sulphur Springs, Ark.—Incorporated: Monarch Investment Co. of Kansas City and Sulphur Springs, \$50,000. This company has purchased the White Sulphur Hotel. City contract let for construction of a waterworks system and electric light plant, \$25,000.

Texarkana, Tex.—Incorporated: Standard Paint Co., \$8,000; Tall Timber Lumber Co., \$250,000; Western Silo Co., new plant, 25 employees; Texarkana Baseball & Amusement Co., \$3,000. Messrs. D. C. Barrier and T. H. Leeves will open a bank here. Wickerson & Davis, new theater. Incorporated: Southern Motor Co., \$10,000; Hardin Electric Co., \$10,000. Construction: Plans approved for Masonic Temple, to cost \$20,000; Townsend Lumber Co., hardwood circular sawmill, \$5,000; plans accepted for West Side Rose Hill school building, \$35,000; Ar-

mour Packing Co. will build branch cold storage house, to cost \$10,000. W. R. Mathis proposes to establish a sub-soiling plow factory here. Franchise granted to the Texarkana-Clarksville Suburban Railroad. Local architects and contractors report under construction buildings and repairs costing \$305,000, of which \$70,000 was expended for dwellings. Since January construction to the value of \$500,000 has been done. On May 23d the six banks of Texarkana had on deposit \$4,850,000. Western Silo Co., warehouse, \$15,000. Reported that Cotton Belt Ry. Co. will expend \$60,000 on a new roundhouse and machine shops. Sulzberger & Sons are constructing a branch meat handling house and cold storage plant, \$50,000. County commissioners request bids for construction of 9 miles of levees, costing approximately \$100,000, to protect 12,000 acres in Texas and 90,000 acres in Arkansas. The county commissioners of Bowie County have ordered a bond issue of \$50,000 to build a levee on Red River. Miller County, Arkansas, will construct a gravel road from Texarkana to Fulton, Ark. Railroad Y. M. C. A. building improvements, \$8,000. West Side part of Texarkana will vote on bond issue of \$60,000 for sewer extension and \$225,000 for bridge and street improvements on June 30, 1913. The Southern Produce Co. has installed a ten-ton ice plant, to open up June 1st. The East Side Board of Education will let a contract for a ten-room schoolhouse, to cost approximately \$32,500.

Van Buren, Ark.—Incorporated: Van Buren Abstract Co., \$2,500.

Vinton, La.—Gulf Refining Co. brought in an oil well March 7th with a capacity of 16,000 barrels per day. Incorporated: Richardson Oil Co., \$40,000.

Vivian, La.—New oil wells: Gulf Refining Co., well of 3,000 barrels; Alamo Oil Co., 7,000 barrels; Arkansas Natural Gas Co., one gas well with 18,000,000 cubic feet daily capacity, a second well with 7,000,000 cubic feet; Oil Field Gas Co., one well with 8,000,000 cubic feet daily capacity. Election called to vote special tax of \$25,000 for construction of a waterworks system.

Waldron, Ark.—Mr. C. E. Wildman of Michigan, has under construction a creamery.

Westville, Okla.—An oil company is leasing large tracts of land west of this point near an oil spring. Messrs. W. J. Foreman and N. A. Napier are installing a planing mill here.

K. C. S. RAILWAY Employee's Supplement

F. E. ROESLER, Editor

BE TRUE, YOUNG MAN, BE TRUE!

Fellow Workers:

I would, with your indulgence, say a few words to help you by calling to your thought things you all do know, but may not have given careful consideration.

Your employer makes an agreement with you, for a certain consideration, to use your time and ability for stated periods.

If you were to hire an article from your neighbor for a stated time, you would resent dictation from him as to how, when or for what purpose you should use the article in question.

Now, when an employer pays you for your time it is his as completely as any other part of his shop or its equipment.

If you were to take a tool from the shop, the action would be termed theft. What would you then have to call the act of using time you have sold to him in some manner not authorized by the employer.

Would you as a man respect your neighbor who would promise to do a certain thing and because you were not at hand to see the performance take advantage and only partially perform his obligation?

We are all dependent to a greater or less extent on all others of the community and a promise on our part is our unwritten bond to our neighbor. Credit in commerce is the one great stimulus to trade; and the truth and fairness in fulfilling a promise is the one great element that makes a man respected or despised.

Young man, in your everyday work in the shop, what would be your thought or what would you say to your foreman, provided he were the worker and you the foreman? Would you be willing to say to him, "I want this work done neatly and well, and when it is done you can go and hide for the rest of the day? Could you consistently and with a clear conscience say that is just what I have been practicing?"

Would you be willing to have your foreman or superintendent or the president see you squandering his time? Surely in practice it

would not be conducive to a congenial feeling between you and your superiors.

Is it not better, young man, to so conduct yourself in your duties that you can look the foreman in the eye and carry conviction in your words, thereby compelling his confidence and being able to enjoy the knowledge that he knows you are telling the truth?

Shamming and shirking are habits, and, like all other habits, increase and become stronger by use. A man may wear a mask for a while and appear to be something which he is not, but no man can conceal from everyone his true character all the time.

Our great Lincoln said: "You can fool all the people part of the time; you can fool part of the people all of the time, but you cannot fool all of the people all of the time." So, young man, don't you think it rather serious business to try to slip through life unidentified? You can't do it.

I'll tell you boys, it is up to you and to me to stand up straight and on both feet and to be able to say to those for whom we work, "I am fair, I am honest with you," and compel them to know it because it is really true, but along with that, remember that the cracked bell, although loud as ever, can't ring clear.

Be honest. Be true, young man, be true.
HANDEE MANN.

MONORAIL FOR ALASKA.

Plan to Extend Transportation Facilities in Far North.

(From the Chicago Inter Ocean.)

A railroad builder in Alaska intends to extend transportation facilities to regions of the Far North hitherto inaccessible to ordinary railroads by utilizing the monorail system and the gyroscopic car. Little has been done, since the discovery that a car on a single track could maintain stability through gyroscopic force, to utilize the discovery for practical work. Gyroscopic cars have been built and run, but largely as curiosities. The inventor of the monorail gyroscopic car has covered the world with his patents, and one or two roads have

been built to operate the system, largely, however, for the benefit of amusement enterprises. Now a practical railroad builder of Alaska has taken up the matter, and, after obtaining rights from the inventor, has about completed plans for the construction of the roads through the North. The building of equipment will be started shortly at Seattle.

The idea is to utilize the system for short hauls of ten or fifteen miles where the canyons and steep grades forbid the construction of regular steam roads, says "Popular Mechanics."

A gasoline-driven car will be used on these roads. No attempt will be made to run trains, as it is the belief of the engineers who have investigated the system that better results are obtained by the use of single cars. It is probable that prior to the construction of the roads in Alaska tests will be made on experimental roads to be constructed at San Francisco for use during the Panama-Pacific exposition and in Redmond County, Wash., where a community of farmers have become interested in the system and are contemplating the building of a twenty-mile interurban road to connect their section with the Seattle markets.

AN OLD-TIMER'S EXPERIENCE.

An old railroad engineer, who had been on the pension list for some years, happened into the round house one day, just as one of his former cub-firemen was taking out his engine, which pulled the limited over the division, and was invited by the younger engineer to take a ride on the "head end." After they were well out of the terminal, the old man's hand itched to feel the throttle again and he ensconced himself on the right side of the cab and sent his old fireman over to the other side.

All went well until a section hand in the next block happened to put a rail gauge across the track just as the train approached a block, instantly the block flashed from green to red, the whistle began to mourn like a lost soul, the valve was opened and the air brakes were applied automatically and hard, and all this time the old man could see that his throttle was wide open, his steam was up to 180 and his air brake was still in running position, and there was nothing gentle in the way that he was slammed up against the front of the cab, as the train broke existing records by stopping within 30 rail lengths.

After they had revived the poor old man from his faint, it was with difficulty that he was prevailed upon to stay on the engine to its destination, and to this day he is hardly on speaking terms with his old friend.

HE GOT THE SWELL HEAD.

"It's not always that a good workman will make a good official in railroading when taken from the ranks," remarked an official of the Southern, "for it seems that some men can be a better big fish in a small puddle than a small fish in a big puddle. I have in mind one of the best conductors and train men who ever pulled a bell cord and he seemed to be the best posted of any man on the road in the railroad business. It was in Virginia. He had an ambition that he wanted to be something besides a conductor and finally the opportunity came when he was appointed a train master. And the company did what is too frequently the case, made a poor train master of a first-class conductor. Upon assuming his official duties, about the first thing he did was to try to impress the men under him with his importance. No train master or superintendent has to advertise himself to the trainmen and other employees for there is nothing in his importance worth advertising to them. He needs their co-operation and not their dislikes, for he has other people to please and cannot do it without at least the good will of the men working under him. This is what he failed to do at the start; instead he secured the ill will of the very men with whom he had worked for years and as a result he was a failure as a train master. He went so far as to try to impress the general manager with the fact that the railroad company could not do without him. This state of affairs ran along for a year, when he was succeeded by a train dispatcher and his pride was so badly injured that he refused to go back and take the passenger run he had left to become train master, and came West. He drifted and I had not heard anything of him until the other day when I was traveling over the third district of the Southern when I found him a brakeman on a freight train, and when I asked his conductor about him, I was told that he was a good brakeman and after a while would make a good conductor. He had not been working long, said the conductor. I said nothing to queer him, nor did I even tell his conductor of what I knew of him away back on the Virginia railroad.

PERSONAL.

Joe Cushman is the new foreman in the electrical department, at Pittsburg, Kan., in the place of Foreman Hobson, who resigned to look after his mining interests in Joplin, Mo.

Mr. J. C. Walker, traveling freight agent, Shreveport, La., has been promoted to be commercial agent at Texarkana, Tex., to succeed Mr. E. G. Spencer, who has been appointed general agent at Beaumont, Tex.

Mr. J. E. Murphy, trainmaster, has been spending a week in the strawberry fields, looking after the prompt handling of cars when loaded. He has been at Siloam Springs, Gravette, Noel, Neosho and Anderson and all of the smaller shipping points.

Mr. Will Thornton and Ed Case, of the electrical department, are writing a text book on the subject of extension cords and arc lights, which promises to be quite an instructive work. Those who have read the manuscript say that a whole lot of good points are contained therein.

C. J. Burkholder, traveling engineer, has returned to Pittsburg from the annual convention of the International Traveling Engineers' Association, which was recently held in Chicago. "Traveling engineers were there from everywhere in the United States," Mr. Burkholder said, "and from Canada, too."

Mr. W. G. Fields, wife and Miss Clara Hall, sister of Mrs. Fields, left for Schenectady, N. Y., where Mr. Fields goes to make boiler inspections for the Kansas City Southern on the new switch engines being built at that place by the American Locomotive Works. They will be absent for at least sixty days.

J. J. Ryan, machinist foreman in the roundhouse, Pittsburg, Kan., has purchased an 80-acre farm two and one-half miles from Anderson, Mo., and expects to be in the berry business up to his eyes next season. A portion of the farm is already in berries, but he expects to put out several more acres before next year.

Mr. W. M. Boswell, mechanical engineer, left for Schenectady, N. Y., where he will

look after the construction of the new switch engine being built there.

All of the new gondola cars will arrive before the end of June, it is stated. They have been coming for the last two months and will be 1000 when they all are here.

Mr. W. H. Hamilton becomes chief train dispatcher at this point, Pittsburg, Kan., vice W. L. Croxton, who resigned to accept a better position with another road. Mr. Croxton has been a painstaking and careful man in the position, and he was well liked by the train and engine men, and he leaves followed by the best wishes of all of them.

Mr. C. E. Perkins, who recently became assistant traffic manager for the Missouri Pacific, was at one time connected with the Kansas City Southern as chief tariff clerk. That was when it was the old Pittsburg & Gulf line. From that position he was promoted to chief freight clerk, and then made assistant general freight agent, stationed at Texarkana, Tex.

Mr. W. H. Borden, chief electrician, has returned to Pittsburg from an official trip south to Watts, Fort Smith and Heavener, well pleased with the success he met with in the running of his department. "I never saw the like of strawberries in all my life," he said. "They are the finest I ever saw in that country and they will last for three weeks yet."

Millard Hall, who has again been placed at the head of the erecting department in the machine shop, at Pittsburg, Kan., is said to be taking up the work after his old way and is getting out the engines in a hurry-up way that is satisfactory to the management. During his first week he has turned out four engines that were run in for repairs just after he took hold of things.

Mr. John Egan of Texarkana, clerk in the personal injury and live stock claim department of the local K. C. S. offices, has been promoted to be assistant claim agent in the same department, with headquarters at Kansas City and has moved to that city to assume the duties of his new position.

Mr. Egan was raised in Texarkana, is a young man, and his many friends are congratulating him on his promotion.

In a letter to Rudy Forsythe, which was received a few days ago, Everett Eubanks, a former employe of the boiler shop, who

learned the trade with the Southern, now on his farm near Clovis, N. Mex., states that he is doing well. He has fifty acres in alfalfa, which he says will be a splendid yield this season, and with the stock he has gathered on his place, he says he is doing much better than if he was working in a railroad shop.

Mr. E. M. Basye is appointed division engineer, with headquarters at Kansas City. He will have charge of all engineering and road department work on the Kansas City Terminal Division and on the joint track from Belt Junction to Grandview.

The territory of Mr. M. A. Box, general roadmaster, will cover the Northern Division from Grandview to DeQueen, including Grandview Yard.

Effective July 1, 1913.

Mr. Rudy Forsythe, of the boiler shop, at Pittsburg, Kan., has been promoted to the electrical department and has been placed in full charge of the electrical welder on the night shift. He will have the overseeing of all the welding on engines, both in the round house and machine shops. Preparations are being made to wire the round house, in order to save time in the work on the electric welder, and Mr. Forsythe will have charge of the wiring also.

Mr. E. R. Snyder, former roundhouse foreman at Pittsburg, Kan., but who has been in the machine shop for the past three months, has resigned his place and will return to his former home in Baltimore, where he has a position as roundhouse foreman for the Baltimore & Ohio Road. Mr. Snyder came here to take charge of the roundhouse and was a satisfactory foreman for several months, but concluded that he would rather work in the shops and resigned the foremanship. He is well liked in the shops and among the roundhouse employes, whose best wishes follow him to his new place.

Mr. H. G. Burt, for the past two years chief engineer for the Chicago Association of Commerce Committee on smoke abatement and electrification of railway terminals, and formerly president of the Union Pacific, died at the hospital in Oak Park, Ill., May 26. The information was received here a couple of days ago, in an official way. Mr. Burt is the man upon whose advice, plans and recommendations the rehabilitation of the Kansas City Southern

was begun and upon which the company still is working. He was highly esteemed by the officials here and in Kansas City and he was looked upon as very competent by the engineering department.

Mr. William Coughlin has been chosen general superintendent of the Missouri, Oklahoma & Gulf Railroad, with headquarters at Muskogee, Okla. Mr. Coughlin's jurisdiction extends from Joplin to Denison, Texas.

For a long time Mr. Coughlin was a resident of Pittsburg, coming here from the Cotton Belt Road as superintendent of the northern division of the Kansas City Southern Railway. While in Pittsburg he made many friends who regretted his departure, although he left to become general manager of the Southern, with headquarters in Kansas City.

Mr. Coughlin began at the foot of the railroad ladder as a track man, and advanced gradually from one position to another, until he attained the position of general manager.

Effective June 5th, Mr. F. C. Tyson became division roadmaster with headquarters at Pittsburg, with jurisdiction from Grandview to Pittsburg, succeeding Wm. O'Connell, resigned. Mr. O'Connell has not decided as to what he will do, but will first enjoy a much needed rest, and during the time will visit relatives in St. Louis and vicinity. He is one of the veteran officials of the Kansas City Southern, having served between fifteen and sixteen years as roadmaster, and that, too, without a day's vacation. He left the employment of the company on his own accord and much to the regret of the officials.

Mr. O'Connell has been railroading for the past 35 years, always in the track and construction department. He worked himself up from the place of section hand to the position of roadmaster, which position he held for a number of years on the Frisco, until Jan. 1, 1898, when he came to the Pittsburg & Gulf road and has been constantly employed since.

Mr. F. C. Tyson came here from the Southern Pacific, but prior to that time was sixteen years connected with the Union Pacific.

Mr. G. A. Rowley, formerly an employe of the Kansas City Southern in Port Arthur, is in the city again after an absence of seven years.

"Gosh! But things look different," he said. "About the only thing I recognize is that Kansas City Southern station. What has become of the little brick postoffice?" He was shown the new government building and said: "That is better inside and out than the one in Beaumont. Just went there for the Avery harvester machinery people after being in the new territory work. It has been seven years since I have been in Port Arthur. There are about three street corners that I recognize and all of them are changed. This city certainly looks strange after what it used to be. I have heard considerable about the growth of Port Arthur, but I didn't realize that it was anything like this." He was on Procter Street at the time and looking for familiar residences which have since been removed and the sites occupied with business buildings. He asked concerning several of the old residents and where they lived, and when told that there was a residence section on North Procter Street, said that he was going to a rice farmer's place, who lives on the edge of the city, and would probably pass through some of the "new" residence district "above the drainage canal."

SHOPS AND EQUIPMENT.

The electrical department of the Southern, with headquarters in Kansas City, is installing and putting into operation what is known as a quadruplex system in the dispatchers' offices of the road all along the line. This new system is being put into operation between Texarkana and Shreveport by which four messages, two in each direction, can be sent simultaneously over the same wire. The installation of this system was made necessary by the increased business of the Southern, and it is said the officials are expecting to have the system established over the entire line and in good working order in the near future.

Kansas City Southern locomotive engineers are said to be practicing on the whistle as suggested by the Interstate Commerce Commission in order to prevent collision and accidents at road crossings. For road crossings the whistle signals suggested by the commission are two long whistles, given at least a second apart, followed up with two short ones in a second or more, separated by a second. It is suggested that all signals given on the whistle be long enough so they can be heard and separated one from the other by at least a second.

"Some engineers," stated an official, "are as slovenly about the way they use their whistle as they are in their way of running an engine. Therefore the change as suggested by the commerce commission is a good one."

A waste renovator has been installed at the Kansas City Southern shops that is being used to renovate the old waste that would ordinarily be thrown away and make it as good as new. It is true that waste does not cost much, but there is some use in saving the bits of waste used until they are filled with oil and dirt, for the renovator. Some of the other railroads in the West have renovators and they claim that at the end of the year a sum of several thousand dollars is saved. The price quotation on new waste is 5 cents a pound and railroads use all the way from 100,000 to 145,000 pounds a year. This is marked "consumed" in the statement showing the amount used, but it means that so much waste is used until filled with grease and dirt and then used to start fires and otherwise disposed of. Waste is used to keep machinery neat and clean, and the shop report shows that the average allowance to each man in charge of a machine is one pound a week, and all good machine runners and machinists are proud of their machines and do not hesitate to use the waste, and when they get done with it, throw it to one side.

The waste renovator makes new waste out of old. The used waste is run through the renovator, where the oil is all squeezed out of it until it is dry, and then it is put through a course or two of other treatment until it looks as fresh and clean as it was when it first entered the service before it had been used. It is not stated just how much is saved by the treatment, but there is no hesitation in making the statement that it saves enough for the renovator to pay for itself.

For the sake of uniformity and the facilitating of their business, the Association of Transportation and Car Accounting Officers at their recent meeting in New Orleans adopted the following terms relative to cars:

Home Car—A car on the road to which it belongs.

Foreign Car—A car on the road to which it does not belong.

Private Car—A car having other than railroad ownership.

Home—A location where a car is in the hands of its owner.

Home Road—The road which owns a car, or upon which the home of a private car is located.

Home Route—The line of intermediate roads over which a foreign car was moved from home.

Home Junction—A junction with the home road.

Home Route Junction—A junction of the home route.

Switching Service—The movement of a car to be loaded or unloaded or the movement of a car between railroads at a charge for the service rendered within designated switching limits, the road performing the service not participating in the freight rate.

FUEL ECONOMY FOR MOTIVE POWER AND TRANSPORTATION DEPARTMENT EMPLOYEES.

This pamphlet is issued for the purpose of bringing to the attention of all the possibilities of improvement that can be attained in connection with Fuel Economy by proper interest being taken in handling of locomotives and fuel at terminals and tie-up points, or while in road, work or yard service.

Would kindly call your attention to the following extract from "Bulletin on Fuel Economy" recently issued by the Buffalo, Rochester & Pittsburgh Railway concerning movement and care of locomotives, indicating from tests made the avoidable loss in fuel due to safety valves being unseated by fuel applied to fire in excess of that necessary to maintain proper working boiler pressure, also the test made by crews Nos. 1 and 2, which shows conclusively that a great saving is possible in fuel by careful handling of locomotives by engineers and firemen:

Fuel Economy on the Buffalo, Rochester & Pittsburgh Ry.

The Buffalo, Rochester & Pittsburgh has recently issued a bulletin on Fuel Economy from the general manager's office to all concerned in the movement and care of locomotives, from which the following is taken:

The possibilities for engine crews effecting a material reduction in the fuel expense and the enormous loss in fuel consumed at terminals is made strikingly evident from the following tests:

A recent test was conducted at DuBois, Pa., with engine 350 to determine in a practical manner the loss incurred when pop valves are open, with the following results: With the fire controlled so that steam pressure was maintained slightly below the popping point, 3.33 pounds of coal were required per minute. With the fire controlled so that one muffled pop valve was kept open moderately, 8.8 pounds of coal were required per minute. With the fire controlled so that one muffled and one open pop valve were kept open, 31.1 pounds of coal were required per minute. There was thus a loss of 5.5 pounds of coal per minute due to one muffled pop valve being open moderately and a loss of 27.8 pounds of coal per minute when the pressure was increased so that two pop valves were kept open. Averaging these results, the loss incurred while maximum allowable pressure was exceeded, may safely be said to be 16.6 pounds of coal per minute.

A recent test on the Buffalo division demonstrated emphatically the possibility for economy in fuel. Two crews handled engine 302 with a full tonnage single train, three round trips each from East Salamanca to Buffalo Creek and return, with the following results:

On three round trips the miles run per ton of coal were: Crew No. 1, 14.7, 16.0, 18.2; crew No. 2, 15.6, 18.7, 21.0; tons carried northbound, crew No. 1, 1,073, 1,117, 1,124; crew No. 2, 1,165, 1,146, 1,183; tons southbound, crew No. 1, 502, 529, 526; crew No. 2, 506, 500, 518.5; average time on road, 10 hours 24½ minutes.

The great improvement shown by both crews was without doubt due to the interest taken by them in their work. The better performance of crew No. 2 was due to special care on their part, it being a fact worthy of much consideration that they did not allow the pop valves to open during the entire time consumed in making the three round trips, and no boiler work was required during or between the test runs.

The time consumed between trips at East Salamanca was 119 hours and 20 minutes; the coal consumed, 20,115 pounds, being 18.65 per cent of the entire consumption.

Employees directly in charge of the maintenance and handling of locomotives are advised that one of the greatest opportunities for promoting the company's and indirectly their own welfare is afforded by the possibilities for reduction of fuel expense. It is essential that all employees appreciate fully their responsibilities and a brief synopsis of the duties of various em-

ployees, as discussed by the speakers at meetings held recently at several of the important terminals, is given below:

Engineers.

Use steam as expansively as possible; this applies to engineers handling switch engines as well as road engineers. Handle the reverse lever and throttle so as not to partially destroy the fire and thwart the fireman's efforts. Courteously advise the fireman relative to the proposed method of handling the engine and as to the best method of performing his duties under the varying conditions, and insist on conformity with the most economical practices. Promptly and repeatedly, if necessary, report the condition of engines which affect unfavorably the economy in fuel. Control the water supply in the boiler so that when approaching localities where long stops are to be made or the engine is to drift for a considerable distance the body of the fire may be allowed to partially burn out, and so that while the engine is standing or drifting it will be possible to prevent a waste of steam through the pop valves. Do not force an engine unnecessarily at any time. The movement of business is, of course, of first importance, but it is well known that ill-timed and poorly regulated haste makes waste. This is particularly true in the handling of locomotives.

Handle the air brake apparatus properly, avoiding stuck brakes and unnecessary work for the air pump. When approaching localities where stops or slow downs are to be made avoid the use of brakes and allow frictional and grade resistance to sufficiently reduce the speed of the train, when consistent to do so. See that all bearing surfaces are properly lubricated. When handling superheater locomotives, observe regularly the special instructions, particularly as regards the avoidance of burning the oil in the cylinders and valve chambers. Use a wide open throttle and as short a cut-off as possible in order to keep the superheater pipes fully charged with steam, insuring the highest degree of superheat in the steam entering the cylinders and the opportunity for the superheat to cause greater expansion, thus performing much more work than is possible with saturated or mildly superheated steam, or with highly superheated steam when used with a longer cut-off and a light throttle.

Engineers should make recommendations relative to minor changes in schedules, which, if made effective, will result in a decrease in fuel expense, and should always report inferior fuel whether or not

such fuel causes an engine failure. Do not hesitate to request information from officials. Invite and carefully consider suggestions from your firemen.

Firemen.

Prepare for the hard pull before, but not long before, reaching it; usually with the boiler well filled with water firemen can build up the fire as the hard work begins. Your energy, as well as the energy which the coal contains, if blown out of the pop valve, is a total loss which affects adversely both you and the company. Don't shake fire into the ash pan; it does no good and much harm. Don't shake ashes into the ash pan just prior to drafting; the ashes if allowed to remain in the firebox will obstruct the draft through the fire and help to avoid waste through the pop valve. Let the fire burn down approaching points where long stops are to be made or where the engine will be allowed to drift; while standing or drifting the fire next the flue sheet should be banked.

Avoid black smoke and maintain a high firebox temperature while the engine is working by frequent but light firing. Don't use more than three shovels full per "fire," keeping the fire distributed over the entire grate surface. Don't throw large lumps of coal into the firebox—small pieces burn rapidly and more thoroughly, generating intense heat. Black smoke accompanied by an open pop valve indicates deplorable mismanagement and frequently causes failure to observe signals and great discomfort to passengers. It is often profitable to use the injector as a feed water heater in preparation for hard work and to avoid popping. Remember that nearly all, if not all, the coal in the firebox when the engine arrives at the terminal is wasted, and arrange to have as little fire on the grates as is necessary to protect the flues and firebox when the engine is delivered on the ash pit track. Seek advice and assistance from the engineer, road foreman of engines and master mechanic.

Engine Dispatchers and Hostlers.

Don't keep engines under fire unnecessarily. Instruct and supervise the fire cleaners so that the greatest possible amount of fire will be saved while the refuse is being removed from the firebox and so that the least amount of coal will be used in maintaining the fire while the engine remains at the terminal. While a fire is being cleaned the blower must be used only hard enough to keep the gases from backing out the firebox door. When the blower is on full blast the induced cur-

rent of cold air causes serious injury to the firebox sheets and flues. Don't hurry the building of fire in engines which have been ordered for service, after steam enough to move the engine has been generated. Don't prepare fire for road service before it is necessary to do so. Coal which falls through the grates into the ash pan while a new fire is being built must be removed and reclaimed for use before the engine is delivered to the engine crew. Efforts are being made to keep the fuel supply at a high standard and your inspection of this supply should be followed immediately by reports of all improper material furnished as fuel.

Boilermakers and Machinists.

Stop leaky boiler, flue and packings, as well as leaks at checks, pops, whistles and other valves. Correct defects in draft appliances, grates and ash pans. Correct improper steam distribution (lame engines cause great fuel waste). Obviate lost motion; any movement of the pistons not accompanied by a turning of the drivers represents wasted energy and causes injury to the locomotive.

Agents and Operators.

It may not have occurred to you, but it is a fact that any mismanagement on your part, resulting in a delay of trains, will cause much waste of fuel. Your attention is called to the fact that for every minute an engine is delayed on the road 3.3 pounds of coal are consumed. You are also advised that it is frequently impossible for engine crews to prevent waste of steam through pop valves when unexpected delays are lengthy, in which case the loss averages sixteen pounds of coal per minute per engine. Almost invariably delay to a passenger train results in a corresponding delay to several, sometimes twelve, freight, yard and work train engines, in which case for every minute of the delay, coal varying in amount from forty to 200 pounds is wasted; such waste is, in many cases, directly due to indifference or thoughtlessness on the part of agents and their staff.

Stopping trains unnecessarily is also costly. During a recent test run a train consisting of a large engine and fifty-seven loaded cars was stopped unnecessarily at the foot of a short grade up which the train would have drifted; six hundred pounds of coal were required to generate sufficient steam to move train to the top of the grade. Exceeding schedule speed is frequently accomplished at enormous fuel expense, as was illustrated by tests on

Buffalo division. On May 12th train No. 7 made schedule speed and was on time at all stations; on May 16th this train was delayed eight minutes at stations, but arrived at the terminal on time, the engine using two tons more coal than was required on May 12th. In both cases the train consisted of the same cars and the same engine and was manned by the same crew, the coal being of similar quality in both instances.

Train Dispatchers.

Read carefully the paragraphs under the heading "Agents and Operators." Your thorough co-operation is most essential in order that efforts to reduce the fuel expense may be successful. Your responsibilities in this important matter are perhaps greater than you have realized, and your careful investigation of engine delays, followed by the adoption of plans for reduction of the incidental expense, is required.

Train and Yard Conductors.

To move cars with "stuck" brakes results in much waste of fuel. When the handling of local, work train or yard movements is such that a delay to a through train results, considerable fuel loss is incurred and the local, work train or yard work is usually more seriously delayed than would have been the case had the through train been allowed to move out of the way quickly. Your efforts in the avoidance of all delays will effect the use of fuel most favorably.

Master mechanics, district foremen, engine house foremen and others who have to do with the handling of locomotives and fuel at terminal can make a material saving in fuel by knowing that locomotive is in proper working condition before being turned over to outgoing engine crews; this in particular to motion gear, cylinders, draft arrangement in front end, grates and flues, leaks about boiler or steam leaks of any kind from about fittings or appliances. Locomotive should be fired up without excessive use of blower and in such manner that fire will be turned over to hostler in proper shape, who in turn will deliver engine to engine crew with fire burning evenly over entire grate surface and free from clinkers. This with reference to locomotives using coal as fuel.

On the Kansas City Southern the cost of fuel has been increasing from month to month until it has reached the highest point known. From the fact that the item of fuel costs the most money of any single

expense, except that of wages, you will readily see that waste of fuel through any channel would increase expense for the items with no corresponding return for same.

Would call particular attention to the seeming small item of one shovel of coal, which on an average will weigh fifteen pounds. For the month of January, 1913, coal burning locomotives on the Kansas City Southern Railway made 131,295 miles. Had firemen saved one scoop of coal for each mile made it would have resulted in the saving of 1,969,425 pounds, or 984 tons of coal, meaning a saving for one month of \$1,948.32. For one year the saving at this rate would be \$23,379.84, which makes it apparent the enormous amount of money that can be saved by all making an effort to save fuel.

Some of the sources through which fuel is wasted are overloading of tenders, resulting in coal falling off; shaking good fire into ash pans; bringing engine into terminal with heavy and very dirty fires; permitting coal to fall from gangway of engine. While the foregoing losses are small as compared with amount of fuel that the engineer may waste by not taking advantage of proper manner in which locomotives should be handled, such as leaving reverse lever in corner too long after starting train and not working steam as expansively as possible to handle train.

From the foregoing, in particular the B. R. & P. Bulletin, you will note that the matter of fuel economy is a live one, and that the question of saving fuel does not rest entirely with engine crews, but applies to everyone connected with the handling of locomotives, trains and fuel.

Would appreciate the co-operation of all concerned, with a view of improvements to be made relative to Fuel Economy over the line.

Suggestions along the line of Fuel Economy solicited from employees.

GEO. F. HESS,

Superintendent of Machinery.

Pittsburg, Kansas, February 21, 1913.

RAILROADS IN GERMANY.

A returned traveler who spent much of his time in Germany drifted into the observation of railroading in the empire. He rode the most on local trains, though not having set purpose, and proceeding only for short distances.

On one of the vagrant trips he had surrendered his ticket and had nothing on his mind but his destination when the conductor came in and said:

"Extra fare, please."

"Why?" demanded the experienced voyager.

"Because," answered the conductor, "we have cut out five stops and the train is now an express."

The recollection of the writer runs back to the time when as a small boy he first beheld the start of a German railroad train. The impression is self-evidently vivid to have lasted so long.

First there was a prodigious pow-wow between the head baggageman and the porters, who argued excitedly over the disposal of trunks. Everything awaited the conclusion of their jabbering and the loading of the car. Nobody else seemed animated or even concerned. The conductor looked on stoically and the engineer phlegmatically talked to a bystander on the platform.

The last trunk in, the baggage smashers retired, still arguing. The conductor went to the end of the train and the guards stationed themselves alongside at intervals. All eyes were on the engineer. He climbed into his cab, disposed himself on his seat in a leisurely way and protruded his head from the window.

"Fertig?" he inquired of the first guard, who turned to the second also to ask "fertig?" This was repeated along to the last car, where the signal system doubled on its trail. It having been ascertained that everything was "fertig," the information was relayed to the engineer, who nodded solemnly and turned in his seat. A bell tinkled, the crossing gates (numerously manned to prevent suicide) arose and the train pulled out with the pomposity that characterizes everything official in Germany—the "verbotten" land.—Chicago Post.

TRESPASSING EVIL IN N. J.

604 Killed, 47 Injured in Four Years—
Legislation to Prohibit Proposed.

Trenton.—In line with public thought on the prevention of accidents a bill has been introduced in the New Jersey legislature by Senator Leavitt. It provides a fine of \$5 for anyone trespassing on the tracks of a railroad.

Senator Leavitt has been looking up statistics of deaths and the maiming of people who have been overtaken by engines or cars while walking on the railroad tracks, and he found that the State Utility Commission reports show the following statistics:

1909—149 killed, 119 injured, total 268.
 1910—129 killed, 112 injured, total 241.
 1911—177 killed, 28 injured, total 305.
 1912—154 killed, 113 injured, total 267.

Being a bank man, and used to rapid calculations, he figured that in four years 604 lives had been snuffed out, and 472 persons injured while walking on the tracks, a total of 1,081, about the total vote of a large city ward. All of these people killed or injured by walking on tracks of a railroad company, not the carelessness of the company, but the fault of persons using railroad tracks for highways or for convenient cross-lot ways of getting to another place.

Searching a little further in the records the senator found that for the year ending June 30, 1912, there were 52 persons killed and 36 injured, a total of 88, on the New Jersey Division of the Pennsylvania Railroad alone. It did not take the senator long to determine that something was needed to punish people who walk on railroad tracks and needlessly subject themselves to the dangers of being taken home to friends in pieces or to the hospitals to come out later wrecks for life with legs and arms missing.

The object lesson of preserving the lives of the people despite themselves was shown, and the bill was introduced. The measure helps the railroad men, as well as the municipal and county authorities, to enforce the trespass laws.

"I introduced the bill to aid in saving the people from themselves," is the way Senator Leavitt speaks about this unusual bill.

RESULTS ON THE FRISCO.

As a result of the "safety first" campaign on the Frisco system, 157 fewer passengers, 901 fewer employes and 182 outsiders were killed and injured during the ten months ending April 30th than during the corresponding period of the preceding year. The first figures on the "safety first" campaign were given out by the management yesterday. The "safety first" department of the road is under the supervision of W. B. Spaulding.

For the ten months ending April 30th, the killed and injured passengers, employes and outsiders (usually trespassers) numbered 3,544, compared with 4,784 during the corresponding period of the preceding year. For the period named there were only three passengers killed, compared with seven during the preceding year, and eighty fewer passengers injured.

The heaviest reduction in casualties was

with trainmen, with whom the injuries affected 689, compared with 1,060 during the ten months before, when no safety campaign was on, a reduction of 371, or 35 per cent. There were twenty-one fewer switchmen killed and injured, a cut from a total of 232 to 211, or 10 per cent. There were 158 injured among the stationmen, fifty-four fewer than during the preceding ten months. Casualties to trackmen were cut down from 763 to 591, bridgemen from 108 to 105, and shopmen from 1,019 to 679. In the car department alone there was an increase in casualties, due, Mr. Spaulding says, to a laxity of car foremen in giving needed supervision to their men. In this department there were 205 casualties, compared with 159 during the ten months of the year before.

There was an increase of three in the number of trespassers killed.

These figures, say officers of the road, tell a big story of just what can be accomplished by getting every employe to realize the importance of playing everything safe, not only for themselves, but in helping toward the safety of others.

GOT 900 POUNDS OF FISH.

The party of thirteen Southern engineers and firemen who spent two weeks in May fishing and camping out twenty-five miles west of DeQueen, Ark., on Mountain Fork, have all sorts of fish stories to tell. The party consisted of Dave Diller, Will Linville, Frank Fitzpatrick, Will Watson and R. Guinn, all of Pittsburg, and A. D. Bateman, Clarence Covert, Roy Sandford, Tom Newcomer, Tom Peterson, John Toben, Jack Brown, Dave Houston, Will Carlton, and John Johnson from the third district of the Southern. They tell of catching 900 pounds of fish, among them being bass that weighed eight and one-fourth pounds and catfish that weighed all the way from eight to fifteen pounds. Four teams were used to haul their commissary store to the fishing grounds and plenty of tents and cots were taken along for sleeping and resting purposes. Two colored cooks accompanied the party.

THE "SAFETY FIRST" MOVEMENT.

The woods are full of men who condemn the whole Safety First movement as a dodge to save the company money. Admit this, if you will, but does that mean that we shall "cut off our nose to spite our face"? Is it of no consequence to you men that the number of lost legs and arms are

less, that the number of widows and orphans are fewer, where the safety movement has been given a fair chance? Is it of no consequence to you lodge men that 75 per cent of your death and disability payments are account accidents, which are being reduced by a rational application of the safety movement? Suppose the company does benefit indirectly, as it must. Is your saving in crippled limbs, in pain and suffering, in broken-hearted wives, in fatherless children, and incidentally in doctor's and undertaker's bills, and in indemnity payments from your lodge funds, anything in comparison to the company's gain? Such talk is unworthy of any man whose brain is bigger than a peanut.

Why not give the "Safety Habit" a fair trial and put away the hammers? Of course you are doing your work in a safe manner, but perhaps a little interest and a little enthusiasm on your part would induce that other fellow who is a bit indifferent to be more careful about his work. Perhaps just in that way you might prevent an accident, and who knows how much loss and suffering. If only a finger or a hand were saved, wouldn't the whole effort be worth while?—From Bulletin of the Chicago & Western Indiana and Chicago Belt Railway.

More in sorrow than in anger the Railway Age Gazette calls attention to the fact that the American railways do not by any means enjoy a monopoly of the killing and injuring business. During the fiscal year 1912, it points out, 139 railway passengers were killed in train accidents. During the calendar year 1912, 221 persons were killed by automobiles in New York City alone. The total number of railway passengers killed from all causes was 318, whereas in New York City alone 355 persons were killed by automobiles and street cars. "Although the railways," it concludes, "hauled 1,000,000,000 passengers a total of about 35,000,000,000 miles, they killed fewer passengers in train accidents than were killed by automobiles in New York City, and fewer altogether than were killed by automobiles and trolley cars in New York City, and, although they had working for them 1,700,000 men, there were 10.5 per cent as many people killed in the streets of New York City alone as there were killed of both passengers and employees in the entire country."

Carrying its comparisons a little further, the service journal notes that, while the railways were killing an average of twenty-

nine persons a day, fifteen were trespassers "whose deaths were due to the failure of the governments of the country to make and enforce proper laws," while only fourteen of the average killings "can possibly be attributed to the fault of the railways or their employees." At the same time more than nine thousand homicides, or an average of twenty-five daily, were being committed in the United States.

THE CHICAGO & ALTON RAILWAY COMPANY'S SUGGESTIONS ALONG THE LINE OF PREVENTION OF ACCIDENTS.

Enginemen and Firemen.

Do your visiting before you leave the engine house.

Even if you do "make it," "skin time" is poor clearance and risky business.

Don't depend too much on the water glass. Try gauge cocks.

Don't be afraid to blow the whistle and ring the bell. That's what they are there for.

Take the signals given you. The men on the ground can see better than you can from the cab.

Never start engine without first ringing bell. Many serious injuries have resulted from failure to do this.

The book of rules says, "Read aloud and compare your train orders." This means just exactly what it says.

"Spotting" engines of trains at water plugs, while passengers are getting on and off, is liable to cause injury. Don't do it.

Don't fail to move shovel, aprons and water plugs back into proper position when through using them. Think about the other fellow.

If you must go under the engine, "hook her up on the center," open cylinder cocks, and block one or more "drivers." The other man may forget.

Give ample warning to persons on tracks, especially if they are on bridges or other places where they cannot readily protect themselves.

When running "extra" sound whistle approaching curves, where view is obstructed, to warn trackmen. It requires no effort on your part, and it means safety to men who may have no other means of protection.

The book of rules says: "A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a **stop signal** and the fact reported to the superintendent. Many accidents have resulted from failure to do what this rule says. The company doesn't want any chances taken. What right have you to take them?"

When two or more engines are on the same or adjacent tracks, be sure that signals given are intended for you before acting upon them. Many serious accidents may thus be prevented.

Trainmen and Yardmen.

Don't try to open knuckles as cars are about to come together.

It takes less time to explain why you were late than to make out an accident report.

Never go under your train without being sure your enginemen know where you are.

An elderly or feeble person needs and is entitled to special attention, particularly in getting on and off trains.

When using stepping box, always say to passengers, "Watch your step." It may prevent serious injury.

Study your schedule, but don't forget that the book of rules contains some mighty important reading matter.

Trainmen sometimes kick or otherwise move stepping boxes as passengers are about to step upon them. This should not be done.

When necessary to go back flagging, remember the lives of many persons are dependent upon you. **BE SURE YOU GO BACK FAR ENOUGH.**

Be sure to warn teamsters and others working in and about cars before coupling to or moving cars. Men who are working in cars often want to remain inside while cars are being moved. Don't allow this.

Report all defects in equipment. It's then up to the other fellow to make necessary repairs. If an accident happens it won't be your fault.

The conductor is in charge of the train. Let him and his men understand that. A good conductor sees that the men attend to business.

Don't get careless in walking through yards. Many experienced trainmen are run over by trains; you may be the next one if you don't use your eyes and ears when on or about tracks.

When you find a highway alarm bell out of order, ticklers in bad condition, or anything that needs prompt attention to pre-

vent accident, make a report of it to the proper person. You may save someone's life.

When flagging don't stand near a gang of men at work on track. The engineer, not being able to see the track beyond the men, may mistake the reason of the signal and make a violent and unnecessary application of air.

Don't place torpedoes near where track men are working, if it can be reasonably avoided, and when necessary to do so notify the men. Don't place them very near highway crossings. Pieces of exploding torpedoes are thrown a considerable distance and often cause injuries by striking persons.

Don't go between moving cars, or engine and car, for any purpose whatever. The usual reason for going between moving cars is to turn the angle cock, or lift pin, when the lever does not work. Wait until car stops. The few seconds' time required is a good investment. Many persons are injured or killed every year by failure to heed this caution.

Conductor should make sure that his instructions to brakeman in regard to flagging are fully understood. On work trains it is a good plan to give the flagman his instructions in writing.

Don't, when approaching a switch to head in, climb out over the running board and pilot of the engine. Get down from the gangway, using the steps provided for that purpose.

Shop Men.

Never try to lift a moving belt by hand.

Don't fool with electricity. It is dangerous!

Don't wear loose, baggy clothing where it is liable to be caught in machinery.

Avoid walking on railroad tracks, and before crossing **ANY TRACK**, "Stop, Look and Listen."

Be sure you replace all guards when through repairing machinery. Think about the other fellow.

It is your duty, as well as your protection, to report unsafe conditions to your foreman or superintendent.

A guard is placed on a machine solely for your protection. Don't operate the machine without guard in place.

Stop machines before oiling, wiping or repairing them and don't try to operate a machine you do not understand.

Don't swing sledge or hammer that you know is working loose on handle, thinking it won't come off till "next time." You

may not be hurt, but what about the "other fellow"?

Don't expect your helper to be as good a mechanic as you are. He isn't or he wouldn't be a helper. A little explanation as to the way the work is to be done may save injury to one or both of you.

If you know of some machine not properly guarded, don't wait until someone gets hurt and say, "I told you so." Tell the man in charge of the shop before an accident happens, and ask him to supply proper guard.

Avoid jumping upon moving cars or engines. Your work does not require it, and you cannot afford to take the risk.

Never strike tempered steel with hammer or other metal object. Many eyes are injured or destroyed from this cause every year.

Trackmen.

Watch out for trains. Don't depend on the other fellow.

On double track move always against the current of traffic.

Don't operate hand-car or other track vehicle at night without proper light.

Keep frogs, switches and guard rails properly blocked. This is very important.

Don't operate hand-cars without one man facing forward and one backward.

See that spike mauls are not loose on handles. They may fly off and injure or kill someone.

Don't jump on or off moving cars or engines. It's dangerous and your work does not require it.

See that material is kept a safe distance from track, where men on side of cars will not be struck by it.

Always bend nails down before throwing boards aside. Many serious injuries result from stepping on protruding nails.

Keep torpedoes, when not in use, in safe place under lock. Small children are often injured by exploding torpedoes they find on or near the right-of-way.

Drawbars, springs, brake shoes, lumps of coal and similar litter should be kept cleaned up from yards where trainmen are liable to stumble over them. Very serious accidents happen from this cause. Don't wait until regular "cleaning-up time" to pick this stuff up.

In operating cars around sharp curves, where view is obstructed, stop and listen for trains. If a long curve, better send one man ahead as "lookout." Trains are liable to run at any time in either direction.

Do the best you can to keep clear of trains, but if you are about to be caught by a train, don't risk your life trying to save a hand-car. Every once in a while someone is killed or seriously injured in this way.

Look in both directions before stepping upon any track, especially in yards. Be particularly careful when crossing track near cars or engines, and when about to step from the track containing same upon another nearby track.

Don't set jacks on inside of rail when raising track. They should always be set on outside of rail.

Agents and Station Men.

See that steps and platforms are kept free from snow and ice.

Don't try to take train orders and answer questions at the same time.

Keep roof of station clear from icicles, which often fall and cause injuries.

When moving baggage truck, where passengers are liable to be, always PULL truck. Do not push it.

Never leave baggage or express trucks on platforms with the tongue lying down. Fasten tongue up and put truck in safe place. Block the wheels when trucks are not in use.

Keep your hand signal appliance handy and in good condition. When you need them, you need them QUICKLY.

Keep platforms and station premises clear of obstructions (freight, express, etc.) which passengers might stumble over.

See that your station lights are kept clean; that they are lighted at the proper time, and kept burning brightly at all times when necessary.

See that your gangplanks are in good condition and properly placed and secured. Men are frequently injured by gangplanks slipping, allowing them to fall or freight to fall upon them.

Report promptly to proper person every defective condition around your station which might cause injury, such as hole or loose board in platform, broken or missing railings, steps, etc. Protect these conditions as best you can till they are remedied, and get them remedied at the earliest possible date.

Everyone in railroad service is presumed to have a knowledge of the proper and improper way of doing different things mentioned above, and yet accidents are continually occurring because of the failure on the part of someone to do the thing that obviously should be done.

LAND AND REAL ESTATE AGENTS ALONG THE KANSAS CITY SOUTHERN RY.

The Kansas City Southern Railway Company has no lands to sell and is not financially interested in any way in the sale of lands along its line. The following named land and real estate agents are not agents of the Kansas City Southern Railway Company and handle lands entirely on their own responsibility, but are recommended to the Company as reputable men engaged in the real estate business in the various cities and towns along the line.

- Allene, Ark.—Allene Real Estate Co.
 Amoret, Mo.—C. H. Hutchins.
 Amoret, Mo.—Bowman & Co.
 Amsterdam, Mo.—O. H. Lawrence.
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